OCTOBER 5, 1963. VOL. CCLV. NO. 3305.

THE SPHERE

TWO SHILLINGS AND SIXPENCE

Apollinaris
is the natural mixer with Scotch...
ask for 'Scotch and POLLY'

Champagne
MERCIER
a hallmark of good taste
Champagne Mercier S.A., Epernay, France
U.K: Jarvis, Halliday & Co. Ltd.,
62 Pall Mall, London S.W.1 Tele: WHItehall 1778

At Fortnum & Mason they
make fresh chocolates every day
chocolates rare and very special like everything at Fortnums
Fortnum & Mason 181 PICCADILLY, LONDON

Optrex refreshes tired eyes

Drambuie
PRINCE CHARLES EDWARD'S LIQUEUR

CARSON-PARIPAN
LIMITED
Decorative, Industrial and Marine Paints

CHEESECUIT
REGD. TRADE MARK
"The Aristocrat of Cocktail Wafers"
IN TWO SIZES, FROM ALL LEADING STORES
If any difficulty in obtaining supplies write for the name of your nearest stockist to -
CHEESECUIT LTD., 24-30 CHARTERIS ROAD, LONDON, N.W.6

Avoid colds-breathe
VAPEX
TRADE MARK
inhalant
From your chemist

A drop on your handkerchief by day and on your pillow by night will give you 24-hour protection. The value of VAPEX has been proved in every epidemic during the last thirty years.
From your Chemist 3/-

an inspiration COINTREAU ON THE ROCKS

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, St. James's Street, London, S.W.1 Stand No. 69 Motor Show Earls Court
MOTOR POLICIES

PUBLISHING OFFICE, INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

Holyrood Palace, Edinburgh, home of Mary Queen of Scots from 1561 to 1567

HIGHLAND QUEEN

SCOTCH WHISKY

A Queen all the world acknowledges

Queen of Scots

MACDONALD & MUIR LIMITED · DISTILLERS · LEITH · SCOTLAND

Volume CCLV No. 3305 LONDON, October 5, 1963

THE SPHERE

With which are incorporated *The Graphic* and *Black & White*

© 1963. Illustrated Newspapers Ltd. *All Rights Reserved*

Postage: Inland, 4½d.; Abroad, 6½d.

CONTENDERS FOR POWER

No signs of gloom for Mr Wilson, leader of the Labour Party, and Governor Rockefeller of New York at their meeting in Mr Wilson's office in the House of Commons. Governor Rockefeller talked to Mr Wilson—and later to Mr Macmillan—during his visit to Britain last week, part of his current European tour. A contender, although uncommitted, for the Republican Party's Presidential nomination next year, Governor Rockefeller remains the strongest candidate for the liberal wing of the party. He talked to Mr Wilson in the immediate aftermath of the Denning Report and before the Leader of the Opposition went to Scarborough for the Labour Party's crucial annual conference this week

NEWS SUMMARY

Social diplomacy in New York; political warfare in Britain; US ratifies test ban

INTERNATIONAL

Talks in New York between Mr Dean Rusk, Mr Gromyko and Lord Home were expected to continue in the early part of this week in a round of mealtime engagements. The Russians had indicated that they wished these follow-up conversations after the partial test ban agreement to remain as private as possible. This was taken to be a hopeful sign as the Russians usually take this attitude when they mean to do business. The most fruitful fields of discussion were thought to be the possibility of exchange of observers against surprise attack and an agreement on the non-dissemination of nuclear weapons.

Some 700 delegates gathered in Washington over the weekend for the annual meeting of the World Bank and the International Monetary Fund. It was expected future liquidity needs would be one of the main subjects.

THE VATICAN

Pope Paul VI inaugurated the second session of the Ecumenical Council in St. Peter's last Sunday. Addressing the assembly of 2,400 prelates he set out four objectives for study: " the knowledge or awareness of the church"; its reform; Christian unity and " the dialogue of the church with the contemporary world."

GREAT BRITAIN

As the fortnight of the two major political party conferences opened, there were many commentators suggesting that Britain was in for one of the bitterest political struggles for a long time, to culminate in the General Election whenever that was. A great deal of ammunition was to hand. Two points were seized on in the Denning Report by the Opposition and most newspapers: (1) Security: there appeared to be confusion about who ultimately controlled it in Britain. (2) Governmental responsibility: Lord Denning suggested that the Ministers who interviewed Mr Profumo before he made his fatal personal statement in the Commons asked themselves the wrong question.

Mr Wilson, Leader of the Opposition, fired a number of ranging salvoes, culminating in a broadside at Scarborough on the eve of the Labour Party Conference, held this week. One point Mr Wilson returned to again and again was his charge that Mr Macmillan and the Conservative Government were blurring the distinction between executive Government and the independent judiciary. He said that the " Tory High Command " was preparing to sacrifice Mr Macmillan as a scapegoat—" he should go," Mr Wilson went on, " but not alone." Interviewed on television at Scarborough, Lord Attlee, Prime Minister from 1945 to 1951, said he thought he would have dealt with the Profumo Affair himself. He said, " I think my view would have been that consorting with the kind of people he consorted with was not compatible with being a Minister of the Crown."

On the eve of the Labour Party Conference, it appeared that the most important act it would perform would be the acceptance of the need for a national incomes policy. (This was something over which the Trades Union Congress hedged in September). Herr Brandt, the chief burgomaster of West Berlin, speaking at a Labour Party rally at Scarborough, emphasised the need for closer co-operation between his party—the Social Democrats—and the Labour Party. Both parties had decided that their experts should consult together.

Lord Home, Mr Dean Rusk and Mr Andrei Gromyko during the first of their series of talks in New York

UNITED STATES

The Senate ratified the nuclear test ban treaty last week. Later, the House of Representatives passed President Kennedy's Bill for sweeping tax cuts. The Bill went on to face an uncertain future in the Senate. There were reported to be unofficial Soviet-US discussions on Russia buying a large quantity of American wheat. Should the deal go through, it would mark a further step in the rapprochement between the US and the Soviet Union.

FRANCE

President de Gaulle's return to Paris from his tour of the Rhône Valley coincided with reports of an inquiry being made into the possibility of West Germany sharing American supply bases in France. He was said to have been angered by the American offer to Bonn, although it was understood France had been invited to join in the inquiry.

The President's 20th provincial tour since he assumed office ended at Lyons. In a vigorous speech he reiterated his determination for France to follow her independent policies with regard to nuclear arms and tests and the organisation of Europe.

Meanwhile the parties of the left were holding their congress at Evian. " Personal rule " was denounced and it was decided to put forward a single left-wing candidate to oppose General de Gaulle in the event of another Presidential election.

THE MIDDLE EAST

In Damascus the ruling Baath Party has announced that Syria and Iraq are to unite in " one popular democratic Socialist State." No date was given for the establishment of the new state, but it was stated that " other Arab countries might join in it."

SOUTH-EAST ASIA

The immediate evacuation of 140 British women and children from the Shell oil plant at Balikpapan in East Indonesian Borneo because of the tense situation there was called for last Sunday by Britain's consul in Jakarta, Dr Grace Thornton. She had flown from the capital to study the conditions.

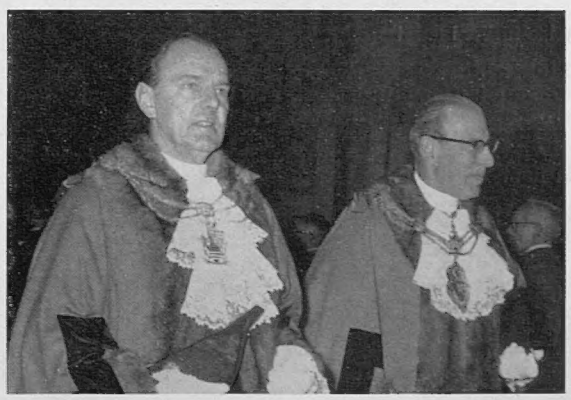
THE DOMINICAN REPUBLIC

The military leaders who helped Dr Juan Bosch to the presidency of the Republic last week deposed him. A three-man civilian junta was sworn in to govern while troops and police broke up riots in Santo Domingo demanding Dr Bosch's return. The deposed President went into exile. The US recalled their envoy, suspended relations between the two countries, and cut off aid.

In the News in Pictures in the issue of September 21, Sir Milton Margai was incorrectly described as Prime Minister of Tanganyika. He is, of course, Prime Minister of Sierra Leone.

THE NEWS IN PICTURES

The Rising Sun in Portsmouth
Queueing up to board one of the four Japanese destroyers on the last day of their three-day visit to Portsmouth. Half-way through a four-month training cruise, the four destroyers visited Britain last week. All of modern lines and built in Japan in 1960, they flew the flag of the Rising Sun. It was the first time that this flag had been seen on a warship sailing in British waters for 26 years



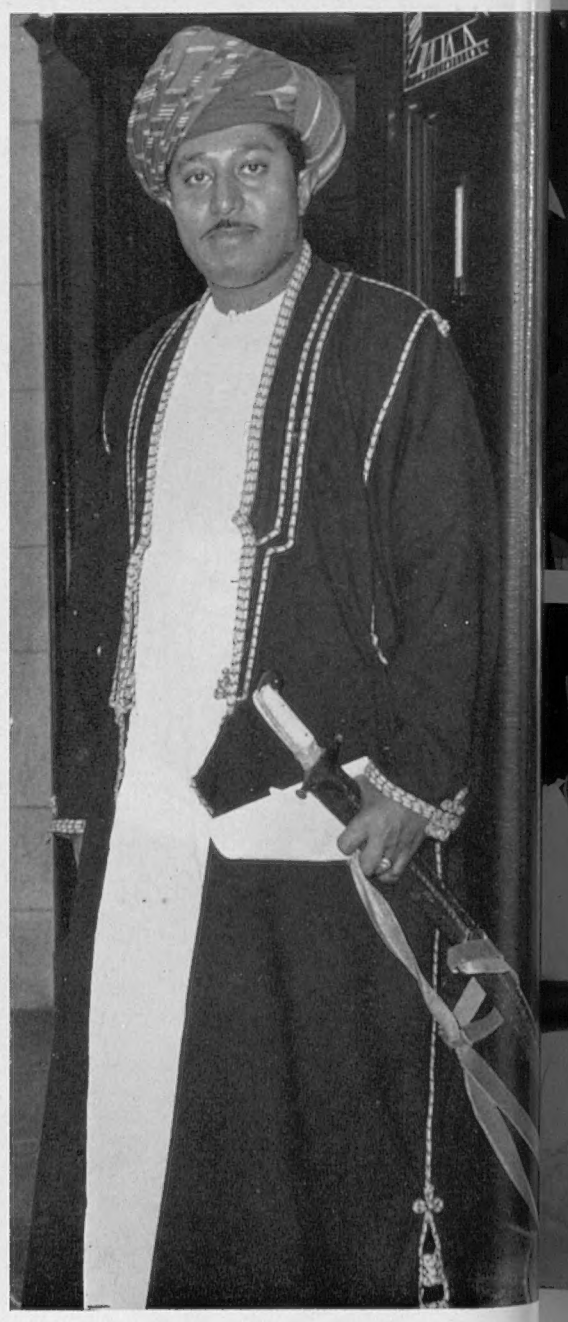
New Lord Mayor and Sheriffs for London
Above: In procession at Guildhall after being installed as Sheriffs of the City, Alderman and Sheriff G. S. Inglefield and Sheriff G. H. Edgar
Top: The retiring Lord Mayor of London, Sir Ralph Perring (left) at Guildhall in the City of London at the ceremony electing Alderman Clement James Harman to be his successor

President Tito in Latin America
President Tito, standing under the O'Higgins monument in Santiago, watches the march past of members of the Santiago Military Academy. It was one of the ceremonies in the Yugoslav President's State visit to Chile

INDEPENDENCE AND CO-OPERATION

4 Freedom was in the air in London last week as delegations from various Commonwealth countries gathered round sundry conference tables. Two new freedom day dates were announced for the political diary. The Zanzibar constitutional talks at Lancaster House went smoothly, and the island becomes independent on December 10. The Sultan arrived for a week's official visit at the end of the conference. In Whitehall Mr Butler, wearing his Central African hat, and Dr Banda agreed on July 6 next year for Nyasaland independence. Kenya, which already has its freedom date, December 12, followed Zanzibar at Lancaster House, the ubiquitous Mr Sandys being still in the chair. The conference was called to consider final arrangements for the hand-over of power, but from the opening speeches it was apparent the differences between the governing Kanu and the Opposition Kadu are still very great.

At Marlborough House, Commonwealth economic ministers and experts were discussing plans for co-operating in a study of the economic prospects of Commonwealth countries. British Guiana still has no independence date, although Dr. Jagan on a visit to London was propounding plans which he thought might help towards it.



Above right: Mr Butler, Minister for Central African Affairs, Dr Banda, the Prime Minister of Nyasaland, and Sir Glyn Jones, the Governor, during their talks in Whitehall

Right: Sheikh Mohammad Shamte Hamadi, the Prime Minister of Zanzibar, and Sheikh Al Muhsin el Barwani, at their independence conference

Far right: The Sultan of Zanzibar leaves his hotel in London at the start of his week's official visit

Below: Dr Cheddi Jagan, the Prime Minister of British Guiana, gives a Press Conference in London

Above: Mr. Jomo Kenyatta, the Prime Minister of Kenya, waves his flywhisk at Lancaster House, and so does Mr Oginga Odinga, Minister for Home Affairs. Second from right in front is Mr Tom Mboya, Minister for Justice and Constitutional Affairs

Far left: Mr Duncan Sandys, Secretary of State for Commonwealth Relations and for the Colonies

Left: Mr Ronald Ngala, Kadu Party chief and leader of the Opposition delegation to the Kenya talks, enjoys a pipe and a chat with a fellow delegate before the opening of the conference

Below far left: Chief the Hon Festus Okotie-Eboh, Nigerian Federal Minister of Finance, and Mr S. A. Hasnie, Governor of the State Bank of Pakistan, at the Commonwealth Economic Consultative Council at Marlborough House

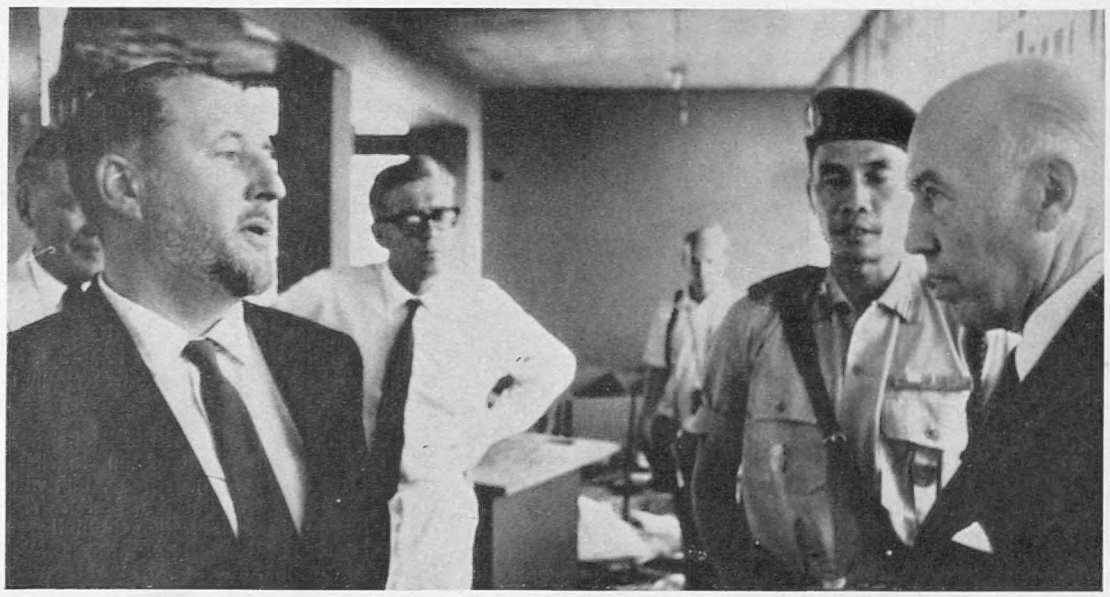
Below: Mr Maudling, Chancellor of the Exchequer, and Mr Frederick Erroll, President of the Board of Trade, joint hosts at Marlborough House, talk with Dr Borg Olivier, the Prime Minister of Malta. The Commonwealth Economic Consultative Council was conferring, as is its custom, before the annual meeting of the World Bank, due to start last Monday

EMBROILED IN INDONESIA

6 When I was a young journalist I served an editor who had a great respect for anniversaries. I cannot now recall the number of leaders which I wrote, in my twenties, solemnly commemorating momentous happenings of which I had no personal recollection. Now that I too am in my fifties I have a respect for anniversaries. As I sit here writing, I am reminded that it is 25 years ago—almost to the day—since Neville Chamberlain, flourishing his umbrella, flew off to Munich to see Hitler, and we all began to learn about "appeasement."

We have never, of course, completely assimilated our lesson. The latest consequence is to be seen in Indonesia. I encountered a man the other day all of whose hitherto substantial trading interests, the result of a lifetime of hard work, were concentrated in Indonesia. There was a bleak pallor on his face; he had woken up that morning to hear on the wireless that his business had been summarily appropriated.

Oh yes, the Foreign Office is going to press for compensation, and the Indonesian Ambassador and the Chargé d'Affaires in London have been summoned so often to see Lord Home that they both know by heart every brushstroke of every painting in the Secretary of State's ante-room—including the one of that unlikeliest of diplomatists, Matthew Prior.



Mr Andrew Gilchrist (left), British Ambassador to Indonesia, in the strongroom of his ruined embassy in Jakarta. Right is the US Ambassador, Mr Howard Jones, and background, the Australian Ambassador, Mr K. Shann

The story of the Indonesian embroilment is a melancholy one, in spite of the fact that we have all rightly been heartened by the stories of the military attaché who played his bagpipes under a hail of chuckiestanes, and of the bearded Ambassador who stalwartly defended his safe and his cipherbooks. But the British Embassy in Jakarta is a charred shell, British commercial and industrial enterprises have been stolen, and the women and children have been rescued. For once I disagree with a writer in the *Sunday Telegraph*, whose views I ordinarily respect, who argued recently that the happenings in Indonesia were a proof of British strength and not of weakness.

Admittedly President Sukarno's indignation was unleashed because, in spite of all his procrastination and duplicity, the Federation of Malaysia was established with British backing, though a trifle late on schedule. He then determined to show Mr Sandys and Tunku Abdul Rahman where they got off. British weakness, in my view, is amply demonstrated by the fact that no effort was made either to prevent or to punish the riotous excesses which Sukarno deliberately provoked. It is not physical weakness; for surely ample means exist, under British control, at Singapore to deal swiftly and firmly with Sukarno's malevolence and mischief.

Indonesia, once rich, peaceful and well-governed, is now bankrupt, rent by civil war, and administered in a manner at once fantastically inefficient and fantastically corrupt. Sukarno has at his disposal a ramshackle conglomeration of forces, equipped with a bewildering variety of weapons, in the air, on the sea and by land. It is not that he is physically formidable. To anyone resolutely convinced that it is necessary to stand up to his challenge, he is probably—in military terms—as much a pushover as Nasser was to the Israelis in October, 1956.

Sukarno has got away with it so far, because we have allowed him, in his physical weakness, to exploit our moral weakness, which we try to cloak under flattering euphemisms, such as "patience" and "restraint." The longer we permit this pattern of action and reaction to continue, the more difficult it is to pull ourselves, and our friends and allies, out of the slough into which we are slithering. Sukarno is, as all the English Sunday papers and political weeklies have now discovered, neurotic—just as Patrice Lumumba was.

In an assessment of the Suez-Sinai crisis which I wrote in 1957, I said: "Civilised societies may, and must, be tolerant of political neuroticism; but they cannot—if they are themselves to survive—imperil their own existence by subordinating their legitimate, sane and practical interests and responsibilities to it. The weak and the immature cannot be allowed to bring the world down in ruins because, feeling hurt, greedy and resentful, they have snatched something which they know that the world needs and wants, for which they believe that they can cajole, nag and blackmail the world into paying any capricious price, or prices, they ask."

Six years later I do not retract one word of that paragraph. Dr Mossadeq and Colonel Nasser have had many imitators. The United States Government is faced, on its own doorstep, with one of the most flagrant; and it is in the United States, from the White House and the State Department downwards, that some of the hardest rethinking about appeasement is now being done. The Americans have taken—and are still suffering from—their own grave shock over Vietnam, where they are landed with the support of an oppressive and cruel regime, because that regime has been proclaimed to be a "bulwark against Communism." So difficult is their dilemma that last week Mr Kennedy sent a mission, headed by Mr Robert S. McNamara and General Maxwell Taylor, the chairman of the Joint Chiefs of Staff, to Saigon to try to assess the conduct, present and future, of the Vietnamese war.

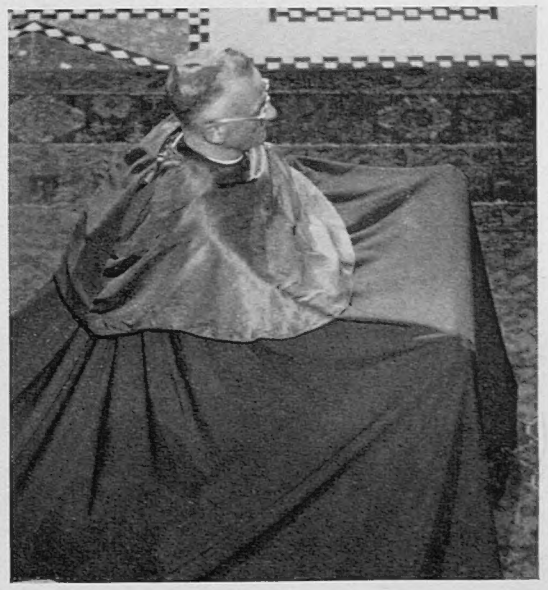
The US Government, however, has not been unaware of, or unsympathetic towards Britain about, the Indonesian pickle. A real sense of responsibility afflicts many Americans, unofficial as well as official. It is beginning to be appreciated that we and they, a long, long time ago in 1946, were wrong and very short-sighted to liberate the Dutch East Indies not merely from the Japanese, but from the Dutch as well. There are some who have long believed—and I am among them—that we, the Americans and the British, then set in motion a whole course of events whose end is even yet not accomplished. Later, much later, we condoned and assisted a new and flagrant appeasement of Sukarno at the expense of the Dutch, when (as Mr Arthur Krock of the *New York Times* has put it) in concert with U Thant we "promoted his use of force to annex Dutch New Guinea, in clear violation of the U.N. Charter."

The dismal consequences of this surrender to wanton aggression have followed swiftly, as (and this was the lesson of Munich) they usually do. Having overturned the U.N.'s timetable for his forces' occupation of what he now calls "West Irian" he tried to cause the maximum trouble in Sarawak, and to frighten Britain and her former dependencies into abandoning the proposal to create the new Federation of Malaysia. I do not think this Federation any great shakes, but I am in principle deeply opposed to surrender to a bullying by the strong or by the weak; I therefore believe that it was right to refuse to be tricked or browbeaten by Sukarno.

But there is little or no credit to be extracted from this episode. British firms which have been expropriated, British individuals who have had to leave their homes and jobs, the British Ambassador and his staff are all the victims of years of a blundering and timorous policy of appeasement. When will the ghosts of Munich cease to haunt us?

ENTHRONED AT WESTMINSTER

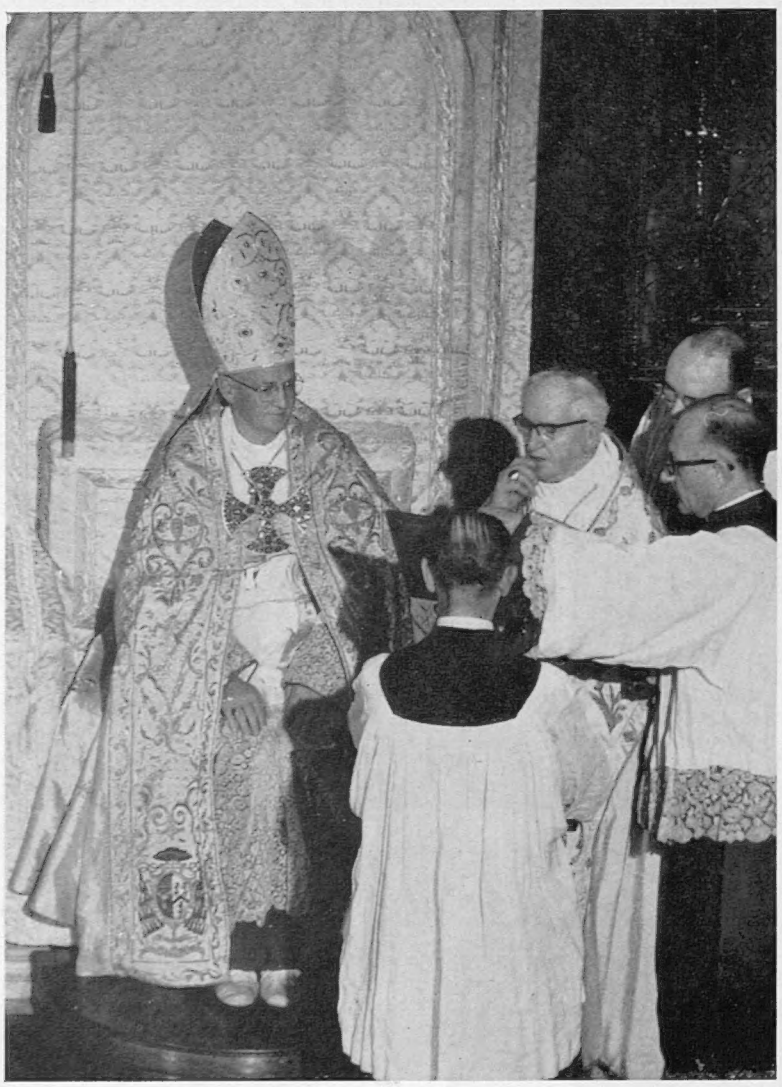
Dr Heenan was enthroned Archbishop of Westminster by Bishop Craven, the Provost of the Chapter of Westminster, according to a rite taken from a Canterbury Pontifical in use before the Reformation. Thirty-seven Archbishops and Bishops and well over 500 priests walked in procession and further splendour was added to the scene by the mantles of the Knights of Malta and the Knights of the Holy Sepulchre. After Archbishop Heenan had arrived and as he was progressing up the nave trumpeters of the Coldstream Guards sounded a fanfare. In his address he spoke of Christian unity and said there was already one Westminster Bridge. He proposed to build spiritual bridges, and one would span the Thames from Westminster to Lambeth, where a dear friend resided.



Above: Before the enthronement Archbishop Heenan kneels at the High Altar of the Cathedral. Representatives of other Christian churches, including the Anglican, were at the service

Left: Dr John Carmel Heenan after his enthronement in Westminster Cathedral as the eighth Roman Catholic Archbishop of Westminster. A congregation of 3,500 was present. (More pictures are overleaf)

ENTHRONED AT WESTMINSTER *continued from page 7*



Above: Dr Heenan listens to the reading of the Formula of Enthronement

Top: Dr Heenan, the new Archbishop of Westminster, is enthroned

Top right: The vesting with the cope and mitre during the long service

Right: The Archbishop raises his hand in blessing as he leaves Westminster Cathedral after the enthronement service

Far right: A solemn moment before the High Altar in Westminster Cathedral in London

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

10

A welcome announcement

Everybody must have welcomed the announcement made on September 16 that the Queen is expecting a fourth child in the New Year. Four make a satisfactory family; and the " cross-section " of the public, caught by the TV camera-reporter at the Palace Gates, if surprised into stuttering their opinions, for once in a way clearly represented the nation's views, and showed no particular preference for the sex of the new child. I am always amused by the insistence by the BBC and the Press on the obvious, when such Royal Family announcements are made. When a royal baby is born or to be born we are invariably supplied with a " seeding " of the succession to the throne. The Queen's new baby will be third or fourth (according to its sex) in succession to the throne—a fact which most newspaper readers and viewers could work out for themselves. even in the present stage of education.

Fool Britannia

I watched the faces of the young enthusiasts who sang *Land of Hope and Glory* and *Rule Britannia* at the traditional wind-up of the Proms. It did not strike me that they attached any fervid meaning to what they were singing. Their enthusiasm was musical rather than Edwardian-patriotic. I wonder whether the time has not come to substitute Kipling's " Recessional " for Elgar's and Arne's glorifications. Somehow, " wider and still wider boundaries of an Empire mightier yet " seems inappropriate today, and " Lest we forget " might be a more apt and realistic reminder. We have, for instance, woken from Rhodes' dream of an all-red Africa—gone with the wind of change. Let us cut our garment of pride and patriotism to our cloth.

Blushed unseen

Miss Winifred Lamb—a Doctor of Science of Cambridge—who died the other day, was a very distinguished archaeologist who never sought and never gained publicity. Financially independent and modest and shy to a degree, she preferred to blush unseen, and from childhood in the rural seclusion of Macaulay's Holly Lodge and latterly in the remote and hidden charms of her home at Borden Wood, near Rogate, she had wonderful facilities for privacy. She took an important part in the excavations at Mycene and opened up the Bronze Age Archaeology at Kasura in Turkey, and was held in high esteem by Turks and Greeks alike, speaking Turkish like a native. She published books on archaeology which are still authoritative. At various times she was Keeper in her special department at the Fitzwilliam Museum, and she served in both World Wars; under Admiral Hall in " Room 40 " during the first and in the BBC Turkish Service during the second. She was besides a notable field naturalist, but always as shy and elusive as the roe-deer she was at pains to preserve and encourage to breed in the woods of her West Sussex home. She was indeed a rarity of modern times, in her modesty, sincerity, and gentle charm, allied to strength of character, courage and wide knowledge. If she blushed unseen, she certainly did not waste her sweetness on the desert air. You won't find her in *Who's Who*. She was as anonymous as Elia, and his equal in charm. In a small area of West Sussex remarkable for delightful neighbours, we gained 20 years of happy memories of her.

The age of youth

Such is the pace of events, that while the Labour Party is concluding its deliberations, I can only now find time to look back to the Liberal conclave. Mr Grimond, in the desperate struggle to outbid his rival parties for votes at the next general election, got a momentary step ahead when he " promised " to lower the voting age to 18. He claimed that " young people quickly see through insincerity." But this belief, if sound, may hit the Liberals as hard as it hits his rivals. It is being borne in on the electors of every age group that all-embracing, reckless election promises are bringing the party system into contempt; the youngest, keenest eyes may fail to detect " sincerity " in many of the Liberals' golden promises of reform. As a modest counter-thrust, Mr Brooke, on behalf of the Tories, has proposed to set up a new committee to advise him on problems of juvenile delinquency, a prompt and apt reminder to Mr Grimond that " we are none of us infallible, not even the youngest of us." But this is the age of youth, and Mr Brooke will not rely only on the counsels of the old men for his committee. Youth will be at the prow and pleasure at the helm. Pop singers and teenagers will contribute to the symposium, and every effort made to spot the nigger in the woodpile. *The Old Stager*

A CHRISTMAS WELCOME TO FRIENDS OVERSEAS

A Nativity from a medieval illustrated manuscript is reproduced on the cover of this year's *The Sphere* Christmas Number which will be published on November 8. Inside in full colour is a splendid range of subjects. They include A History of Clowns by Pauline Baynes; water-colours of London Rectories by Geoffrey S. Fletcher, and of Old Trams and Buses of London by John Finnie; the Art Nouveau of Alphonse Mucha; a seascape of the Lifeboat Service by Montague Dawson and photographs of the Burne-Jones windows in Birmingham Cathedral. There are also many articles illustrated in black and white.

It is not too early to order NOW for your friends overseas to make sure that they get their copy in time for Christmas. An attractive greetings card is included with every Christmas Number dispatched on your behalf. Order now from your usual newsagent or direct from The Publisher, The Sphere, 13-15, *John Adam Street, London, W.C.2. The price of* The Sphere *Christmas Number, including postage, is* 5*s* 10*d.*

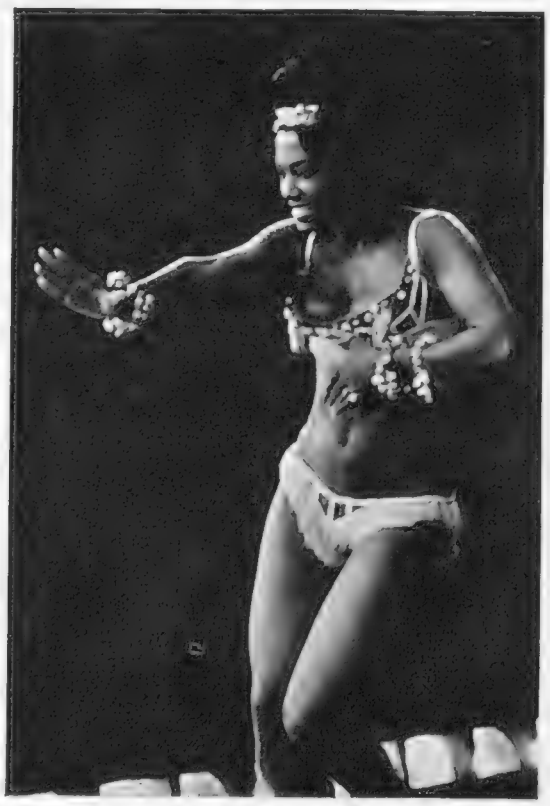
Left: The interior of the Library in the rebuilt premises of the Army and Navy Club in St. James's Square, London. Women will now be eligible for membership provided they are close relatives of male members. The Army and Navy was founded in 1837

Below left: The Coffee Room of the Army and Navy Club with some of its portraits

Below: Mr Joseph Godber, the Secretary of State for War, looks out from the driver's seat in a Ferret scout-car after opening the Territorial Army Exhibition at Charing Cross Underground station in London. In the turret is Councillor Leslie Farmiloe, the Mayor of Westminster. The exhibition is part of London's Territorial Fortnight, which ends this week

I SAY, I SAY, I SAY

12 This standard attention-getting prefix to the stock joke routine—"A funny thing happened to me on the way to the theatre tonight"—provides as good a headline as any to the new American musical which opens this Thursday, October 3, at the Strand Theatre. For it is from this routine that the show's title comes—*A Funny Thing Happened on the Way to the Forum*, which happily suggests the forte of this particular work, a somewhat implausible combination of the jokes of vaudeville and a slapstick plot taken from that low Roman comic, Plautus. A second reason for that anticipation of a good joke to follow is the presence at the head of the cast of Frankie Howerd, ably seconded by Jon Pertwee, Monsewer Eddie Gray, Kenneth Connor and Robertson Hare. Until quite recently, Frankie Howerd appeared to have slipped off the top comics' chart, but nowadays this has altered. (One reason may well be a scintillating solo turn on BBC's That Was the Week last season.) Described by one American critic as a " good clean dirty show," *A Funny Thing* is set in pagan Rome, written by Burt Shevelove and Larry Gelbart, with music and lyrics by Stephen Sondheim. As in New York, the show is directed by George Abbott, with settings and costumes by Tony Walton. The plot is a concoction of improbable concoctions centred round a slave's attempt to win his freedom by gaining for his master's son a virgin apprentice courtesan, already sold to another. But this is only the start.



Above: Miles Gloriosus (Leon Green), Hysterium (Kenneth Connor), and Erronius (Robertson Hare)
Top right: The romantic leads—Hero (John Rye) and Philia (Isla Blair)
Above right: Pseudolus at the slave market inspects the wares—in this case Gymnasia (Sula Freeman). Right is Panacea (Christine Child)
Right: Another slave on offer is Vibrata (Faye Graig)

Above: Miles Gloriosus hymns himself with the Proteans (George Miles, Ben Aris and Malcolm MacDonald). Watching are Pseudolus, Gymnasia and the Geminae (Marion Horton and Vyvyan Dunbar)
Top: "Everybody ought to have a maid" sung by Lycus (Jon Pertwee), Hysterium, Senex (Eddie Gray), and Pseudolus
Left: Frankie Howerd photographed from the wings

Photographed on tour by Zoe Dominic and Deryn Morton

"PULSATING WITH ENERGY"

SIR RALPH PERRING
discusses his tour of Canada

In the Governor-General's Vice-regal Landau, Sir Ralph Perring, the Lord Mayor of London, arrives to open the Annual Central Canada Exhibition in Ottawa

On Thursday of last week, the Lord Mayor of London, Sir Ralph Perring, reported to the Common Council of the City on his visit to Canada. This took place in August, concluding at the beginning of September. The greater part of the tour was official—in Quebec, Montreal, Toronto, London (Ontario) and Ottawa there were visits in State—but the latter stages were informal. In *The Voice of the Commonwealth* this week, Sir Ralph gives his impressions exclusively to *The Sphere*.

First, those in the party and the itinerary. The full party accompanying the Lord and Lady Mayoress consisted of:

Alderman and Sheriff R. I. Bellinger and Mrs Bellinger
Sheriff Alan P. Greenaway and Mrs Greenaway
The Chief Commoner, Mr B. G. Arthur, C.B.E., and Mrs Arthur
The Swordbearer, Brigadier R. H. S. Popham, O.B.E.
The Serjeant-at-Arms, Brigadier P. J. E. Clapham, O.B.E.
The City Marshal, Colonel G. E. P. Hutchins, D.S.O.
Sergeant Footman to the Lord Mayor, Mr Percy Drury
Sheriff's Footman, Mr Peter Bendall.

The itinerary took them to: Quebec; Montreal; Toronto; Hamilton and Niagara Falls; London and Stratford; Kingston; Cornwall; St. Lawrence Seaway; Ottawa—after Sir Ralph had opened the Annual Central Canada Exhibition there, the official part of the tour ended, but he went westwards for another week to Calgary; Banff; Vancouver and Victoria. He returned to England from Vancouver, flying direct to Europe by the polar route.

The main purpose of the visit was for the Lord Mayor to present Resolutions of Greeting. Everywhere he went he had meetings with Mayors. His speeches were legion. In Quebec he showed his linguistic ability by making official addresses in French.

It was not the first time Sir Ralph had been in Canada. "I was there as a young man in the 1920's to study business methods," he says. And he adds that the lessons he learnt he applied to advantage in the building of his own business.

The strongest bond

Looking at Canada today, the Lord Mayor finds the Canadians very conscious of the imbalance of their trade with Britain, which is very much in their favour. They would be the first to be pleased if Britain would correct this. There is tremendous goodwill in Canada towards Britain. And "trade is the strongest bond in the Commonwealth."

In trade and industrial expansion, Sir Ralph, with his long experience, believes one of the really vital factors is "face-to-face confrontation." In other words, the personal touch. More businessmen from Britain should go to Canada, see for themselves and learn the requirements of Canadians. They should go right through from the east coast to the west. "British Columbia could be a springboard for trade with the Far East."

It is essential, the Lord Mayor thinks, in dealing with Canada, to have a proper after-sales service. This can be done by correspondence, but it is much better maintained by personal relations between seller and buyer. In these days of rapid air travel this should present no obstacle. Canada is a mere matter of hours away from Britain. Sir Ralph's most abiding impression of Canada today? "A country pulsating with energy . . . a country on the march. You've only to see the developments—splendid new roads, vast enterprises and factories—wherever you go, to appreciate this."

On the private part of the tour, the Lord Mayor and his party motored through Rogers Pass into British Columbia. Sir Ralph has recorded on an illuminated script he is sending to the City of Vancouver of how Clough's immortal lines came into their minds.

"And not by eastern windows only,
When daylight comes, comes in the light;
In front the sun climbs slow, how slowly,
But Westward, look, the land is bright."

One surmises, he believes it could be a text for how Britain should look at the whole of Canada.

Charles Dimont

Above: Mayor Jean Drapeau of Montreal welcomes Sir Ralph Perring in the City Hall. Seated with him are Sheriff Alan P. Greenaway and Alderman and Sheriff R. I. Bellinger

Top left: The Lord Mayor stands in Montreal before laying a wreath on the War Memorial

Left: In Vancouver Sir Ralph plants the first tree in a new park in the presence of Mr R. Wilson, the Mayor

Top right: The Lord Mayor and Lady Perring are welcomed in Quebec to the famous Chateau Frontenac Hotel by the manager, Mr George J. Jessop. With them is Mr Wilfrid Hamel, the Mayor. The visitors from the City of London spent two days in Quebec

Centre: After receiving the Freedom of London, Ontario, Sir Ralph walks with Mayor Gordon Stronach. From London he went on to Ottawa where 100,000 people lined the streets to welcome him as he drove to open the Annual Central Canada Exhibition

BIRDS CAN BE PESTS

16 I have been reading (rather late in the day, for it was published in April) the first *Bird Report** of the Henry Doubleday Research Association. Fortunately, in this case being late does not matter, for the problem this report considers, namely the damage done by birds in gardens and methods, other than killing, by which they can be controlled, will be with us next year and the year after.

But, first, the Henry Doubleday Research Association: perhaps the name is new to you. I confess that I had not heard of it until I came across this report. Henry Doubleday (1813-1902), a Quaker smallholder, was the man who introduced Russian Comfrey to this country. He had been very distressed by the Irish Potato Famine and his dream was that his crop would feed a hungry world. He died a poor man, his dream unfulfilled. The Association which bears his name has been in being for some five years. Its main objects are: (1) the improvement of agriculture and horticulture generally; (2) research into and study of improved methods of organic farming and gardening; (3) research into the utilisation of Russian Comfrey in connection with the foregoing objects.

In these days of chemicals and yet more chemicals, practitioners of organic farming (often referred to contemptuously as the "muck and muddle" school) are apt to be regarded as cranks. A crank who, in this land of rather sentimental bird-lovers, speaks of birds in anything but laudatory terms is unlikely to be looked upon kindly. Nowadays, in the interests of "food production," you can kill pretty well anything except birds. You can kill insects by the million, you can virtually wipe out butterflies, and no one will raise a bleat. But say anything derogatory about the dear little tits, about blackbirds or thrushes, and you are likely to arouse undisguised hostility. This report has a lot of derogatory things to say about our feathered friends: especially about woodpigeons, house-sparrows, blackbirds, starlings, finches (particularly bullfinches), jays, rooks, jackdaws, tits and pheasants.

"I am a crank"

I must make it plain that I am a crank. I do not favour the use of chemicals in the garden. Indeed, I think that the use of chemicals can often be dangerous and that the effect of insecticides reaches far beyond the insects they kill. In the garden I am all in favour of good old-fashioned dung and I use compost by the ton. At the same time I am fond of and interested in birds. But, as a gardener, I have no illusions about them: they can be a damned nuisance and they can do a vast amount of damage.

How do you control them? I hoped to find out. This report reviews a pretty wide range of bird repellents including cloches, cages of string-netting or wire-netting, glass danglers, glitterbangs, red bottles, automatic crackers, fire bells, rattles, threads of black cotton, recordings of the blackbird's alarm call, and dummy sparrowhawks suspended above the vegetables, fruit or flowers. But (except perhaps for the dummy sparrowhawks) there is nothing new here. All have been tried time and again by gardeners with, it must be admitted, no more than temporary success.

Personally I have no truck with any of these things: and I would not have, even if any had been proved successful over a period. I am, of course, a hobby gardener not a commercial one: I am not concerned with profit. A garden, and this includes the kitchen garden, should be a place of peace and beauty. I should not find much peace in a garden made noisy with automatic crackers, fire bells and rattles; glitterbangs, glass danglers, red bottles and the rest do not beautify. Birds add to the beauty of the garden, and their songs enhance the peace. With the sole exception of woodpigeons, the more birds I have in the garden the more I am pleased.

We suffer some losses. With the exception of woodpigeons—which have to be shot periodically: I admit that I cannot imagine what one does about woodpigeons in suburban gardens—blackbirds are by far the worst offenders. But the blackbird has one of the most beautiful songs (I think the most beautiful) of all British birds and I will gladly suffer some loss to make sure of hearing that song in the garden. In any case, the loss is negligible: a little fruit, a few vegetables, some seedlings scratched out maybe, cotoneaster berries. Always there is plenty, enough and to spare, left. If the compost heap is disturbed every now and then, if the mulches are sometimes scratched out on to the lawn, does this really matter very much?

Our losses are negligible. I am sure that this is because we feed the birds regularly throughout the year and because there is always plenty of water available. The birds eat their fill—we provide two meals a day on the bird table and keep the fat baskets and the nut-container always filled: expensive, but I doubt if it really costs any more than the outlay which would be involved in setting up glitterbangs and so forth, though it does, I suppose, involve more work—and do not, therefore, have to worry about finding food for themselves from the garden produce. Even more important is water.

Strangely enough (for it is not new) the one extraneous aid used in the garden is not mentioned in *Bird Report*. This is a length of old hosepipe. We have found that lengths of hosepipe—they should not be less than a couple of feet nor more than three feet—thrown on the ground and allowed to curl negligently do not look unsightly and provide protection for the plants by which they are placed. Even jays will leave peas alone if there is a short length of hosepipe curled by them. I cannot imagine why unless it is that the birds think that the thing is a snake. You must move the hosepipe every day and, of course, you must provide other food. I doubt if hosepipe alone would be sufficient for more than a couple of days or so. The birds would soon become accustomed: as accustomed as they are to glitterbangs and cats. It is really much better to accept the birds, enjoy the birds, and save the trouble and worry.

A fire in the heather on Bolton Moor in Yorkshire is controlled by men armed with beaters. The photograph was taken during the burning of the heather which is carried out twice a year—in spring and in autumn. The operation, in selected strips, promotes the growth of new shoots and at the same time kills off the heather beetle

* *Obtainable from 20, Covent Lane, Bocking, Braintree, Essex at 3s 6d.*

SMILES AND CLEANLINESS

Written and photographed by Geoffrey Hart

Liguria, 217 miles long and never more than 25 miles wide, is a surprisingly little-known strip of the Italian coastline, considering it provides the setting for such tourist pearls as San Remo, Portofino, Santa Margherita and Rapallo, all dedicated to a life in the sun.

Behind and beyond this brilliant facade the adventurous find a wild and fascinating land that becomes more rugged as you travel east. Beyond Genoa the Via Aurelia literally clings to the hillsides. At times it seems to squeeze barely between the rocky cliff face and the sea, until after Sestri Levante it is forced to climb the Bracco Pass, and leave only the railway and small boats to supply the towns of Cinque Terra. Here, a few miles from the coast you could, until quite recently—or so legend has it—meet a real live brigand face to face; until after the war an escort had to be provided for travellers on the Pass.

Behind the glittering resorts and romantic fishing harbours with their brightly coloured homes and picturesque boats basking in a nearly perfect climate, hard-working and cheerful peasants labour in their olive groves, vineyards and farm lands; often cut into the hillsides where the slopes become too steep for normal work.

The whole provides a magnificent panorama of different shades of green and brown that looks for all the world like the islands of Japan with their stone stepped terraces curving round the hills. Dotted everywhere like lighthouses are churches, large and small, mostly conforming to a certain style—Baroque—but all beautifully kept and magnificently appointed, each with a resident priest.

Even San Martino on *(Continued on page 18)*

Above: The main street of Bargone, nearly 1,000 ft. up. No car can reach these narrow streets

Top left: Looking from Sestri Levante to the harbour and the Golfo di Ponente beyond

Left: Two women leave the gateway through the walls of the ancient fortified city of Portovenere in Liguria

SMILES AND CLEANLINESS *continued from page 17*

its 2,000 ft. peak and reached only by a winding track, boasts a loyal congregation and its own priest who must have one of the finest views in Europe looking out over the houses and lands of his flock below to Chiavari. Beyond, the sea stretches westward in different shades of glittering blue.

A visitor without a map can plan his route from village to village by the churches that stand out clear and white against the green. Here no industry or even high-powered cultivation has come to disturb the peace. The villages, both old and new, usually have tall stone houses grouped around a church and linked by narrow cobbled alleys too small and precipitous for wheeled traffic.

Dark corners and minute courtyards, to which the sun can but enter as a shaft of light, suddenly leave you face to face with a pastel pink church or snow white wall that blinds you with its glare. Primitive as they may be these villages have two fine traits—people with a smile and streets that have no litter.

Above: Using his toe as an anchor a Riviera fisherman repairs his nets

Top: Elegant buildings line the isthmus joining old Sestri Levante to the mainland

Centre: The Portobello beach of Sestri Levante which lies below the old town

Right: Fishing from a weir in the River Entella below Rivarola, a village five miles inland from the coast

Left: Don Giovanni Battista Costa, Prevosto di Velva, stands literally at the edge of his village where the hillside drops dramatically and sheer about 1,000 ft. to the valley below

Below: The Fieschi Basilica at San Salvatore was built in 1245 by Ottobono Fieschi, who later became Pope Adrian V. Its unusual design is said to have been based on the form of a ship

Bottom: Nuns return from the church of San Lorenzo through the streets of Portovenere. It was once an ancient Roman naval base. Later the Genoese captured it

AUTUMN IN PROVENCE BY SYLVIE NICKELS

To the best of my memory I have never seen a tour advertised to Sanary. With the rest of the Mediterranean coast of France to choose from, I suppose there is no reason why there should be one to this little resort which is patronised by the French in droves in July and August. In November there is barely a tourist in sight, and, as far as the British are concerned, it's a desert.

There are several reasons why I liked Sanary. First, it has a great and virile city on either side of it: Toulon, eight miles to the east, and Marseilles 35 miles to the west. It has good communications along the coast in both directions, which suited me very well since I did not on that occasion have a car. More than this, it also has some fine excursion possibilities inland—one of the great advantages of a coast where the mountains do not drop sheer into the sea.

But above all I liked it because it is a place in its own right; because although artists and writers really do live there, it is not a place that trades on the fact; and because it hasn't allowed tourism to go to its head. Bandol, next door, though a little smaller in terms of population (Sanary's is 6,000), is better known and has nearly three times as many hotels. In Sanary, the handful of hotels include a couple of two-star establishments. There are two main beaches, both sandy, and by the better of the two the villas are going up, just the other side of the pine-covered headland from the old town. But it's the old town which converges in a minor maze of narrow streets on to the little harbour where the fishing boats come and go, and it's in the old town that the market sprouts under bright umbrellas, and old ladies, shrouded in black, brood shrewdly over vegetables and trinkets and household goods, while voices persuade all and sundry loudly from all directions.

Sanary in November

It is probably very rash to suggest that other people should go there in early November, too, though I think it will appeal to others like myself who prefer places out of their right season, and are prepared to take risks with the weather. Mine was simply glorious, warm and sunny, with the vineyards blazing in every imaginable shade of purple, russet and gold and, as a perfect foil, grey rock, dark pines and the sad, twisted olive trees under the bluest of southern skies.

A profusion of lanes wanders through this scene. Some lead eventually to Ollioules, three miles away, and through the steep gorges beyond to the ruined castle of Evenos. About seven miles farther on there is Le Castellet, a true Provençal hill village mounting in a pyramid of narrow streets behind high walls. The castle near the arched entrance has been turned into an hotel, the two-star Château des Costes, from whose terraces and spacious bedrooms the whole pattern of autumn lies in the valley at your feet.

From Sanary, you can follow the coast as far as you wish into the famous rivieras which begin about 25 miles east of Toulon. In one day it would probably be enough to go at leisure as far as St. Tropez, stopping *en route* at the popular little resorts of the Côte des Maures—Le Lavandou, Cavalière, Cavalaire—quietly recovering from the summer hurly-burly against their magnificent mountain back-drop. St. Tropez, too, that delightful fishing port which, in summer, is more Bohemian than Bohemia, seems to rest gratefully on its laurels in November. Another day can be profitably spent in Toulon, vigorously rebuilt since the war, with the shiny new districts of Super Toulon above, reached by téléphérique. This new look will be some compensation when the time eventually comes for the French Navy to move out of Toulon and into Brest—a state of affairs that is difficult to imagine.

East of Sanary, the resorts of Bandol, La Ciotat, Cassis (charming) string out along the coast before Marseilles. This is a city I like enormously (to browse in, not to stay in), from the beehive activity of the old port, and window shopping along La Canebière, to the superb view from Notre Dame de la Garde and the maze of little streets where salami and cheeses, vegetables and fish overflow from shop fronts on to pavement stalls amid a market medley of noise and humanity. In fact, Marseilles has little in the way of guide-book sightseeing, except a few old buildings and the boat excursion to the Château d'If of Monte Cristo fame; but it is a place more suited than many to the pastime of watching the world go by—along with one's fellow men from most parts of it.

Cities of Provence

From this stretch of coast it is simple to plan an exceedingly fine circuit through the loveliest cities of Provence. Aix-en-Provence, Arles, Avignon, Nîmes and Orange offer the best of Roman France and many of her later riches amid some wonderful surrounding countryside. The road from Sanary to Aix, with a detour via the Massif de La Sainte Baume, is of tremendous splendour, and infinitely more enjoyable for having it to yourself. The tortured rock, cliff drops and stark plateaux stand as a petrified reminder of the earth's restless movements countless millions of years past. Yet it is all softened by the exuberant colours of autumn.

Arles, Nîmes, and Orange offer the highlights of the monuments of ancient Rome in France. The vast proportions of the amphitheatre of Nîmes are superbly preserved, while the Maison Carrée, Temple of Diana and the Thermae, so skilfully transformed into gardens in the 18th century, are other sights not to be missed. At sleepy Arles, the mediaeval fortress created out of the Roman Arena still clasps a confusion of remains within its walls, while the Romanesque Cathedral has some of the most sumptuous carvings in Provence and among the loveliest cloisters in all France. The praises of Avignon need hardly be sung; the whole of it is fascinating, from the celebrated Palace of the Popes to the far-famed bridge, and churches from nearly every epoch.

Just south of all these architectural treasures lies one of the strangest regions of Europe, the hauntingly bleak Camargue laced by the many mouths of the Rhône. It would be hard to find a greater contrast with the exotic landscapes of the Riviera than these wild marshes, rice fields and plains, animated by a vast variety of birds, sheep, horses and, most characteristic of all, the herds of bulls attended by the mounted '*gardians*.'

Above: Modern building in Toulon. **Top:** Cassis

For further information: French Government Tourist Office, 178 Piccadilly, London, W.1.
Means of access: By BEA, Air France, etc., London-Paris, thence Air France to Marseilles, from £28 3s mid-week night excursion (until October 31) to £57 1st-class return. Minimum tourist return after October 31 is £41 12s. London-Toulon by rail/sea, from £21 18s (£18 14s) 2nd-class return to £32 2s (£27 7s) 1st-class return. (The fares quoted in brackets are reduced tourist fares requiring a minimum of five days' stay before beginning the return journey.)

Above: The fishing port of St. Tropez " more Bohemian than Bohemia." **Left:** The Roman arena at Nimes

INSURANCE ON A SELF-DRIVE CAR ABROAD

Hiring a self-drive car abroad either through an air company, travel agent, or contractor can often be arranged on a basis of two quite different tariffs; one which provides full collision protection and no deposit whatsoever, and the other when either a deposit of £35 is made or full collision protection insurance is taken out at a cost of possibly 7s a day. This is as well to remember if you are ever tempted by a lower tariff which does not include a comprehensive insurance cover.

A runabout ticket for unlimited air travel within the United States is now obtainable for approximately £36 to cover a 15 days visit, or for about £71, a ticket for 45 days of unlimited air travel is also available. Thirteen US domestic airlines are involved in this new arrangement which will enable tourists to travel from Nome, Alaska, to Miami, Florida, or from Maine to California. Children are even better off because they are classed as between the ages of two and 21 and if accompanied by a parent travel on these tickets at exactly half rate. Such a facility would appeal very much to anyone contemplating a quick trip to the United States for it makes a coast to coast tour possible at a reasonable price and within the limited time available.

Everyone has heard of Hilton Hotels which are to be found all over the world in key cities, but not many may have heard of Intercontinental Hotels, owned by Pan American World Airways. At present there are 19 Intercontinental Hotels in six continents and before the end of the year further hotels will be opened in Singapore, Hong Kong, Abidjan (Ivory Coast), and on the continent of Europe in Vienna and Geneva, where a new 400-roomed hotel will be Switzerland's largest. Some further 23 hotels are planned but in the meantime the key word " Intercontinental" will be your introduction to an hotel in Melbourne, Belem, Barranquilla, Bogota, Santo Domingo, San Salvador, Frankfurt, Jakarta, Cork, Dublin, Limerick, Beirut, Monrovia, Mexico City, Curaçao, Montevideo, Caracas and Maracaibo.

W.D.C.C.

THE LITERARY WORLD

22 **Squire: Most Generous of Men** by Patrick Howarth: Hutchinson. 35s, is a biography which has, from its title to its last page, the imprint of affection, understanding and fairness. Mr Howarth has written about the Devon man who was to become Sir John Squire but who was known to his hundreds of friends as Jack; who, in the author's words, was a good minor poet, a perceptive critic, a brilliant parodist and a great editor. He was also, in the practical sense, a most generous man, as Siegfried Sassoon called him, and helped countless writers and poets out of urgent difficulties so that they might continue their work. This, it must be added, although his own circumstances were never affluent. It may be that young people today don't know his name, his poems or the record of his many acts of practical benevolence, which included saving Stonehenge and Carlton House Terrace from spoliation. If so, this is the ideal book to introduce them to a most convivial companion.

Figures in the Foreground by Frank Swinnerton: Hutchinson. 30s, is described as a book of literary reminiscences. Nearly all of it is about those of Mr Swinnerton's contemporaries whom he knew, as well as some whom he didn't know so well. To have been a friend of Mr Swinnerton's must have been a mixed blessing for there is a malicious undertone in most things he writes, succinctly described by Mr Somerset Maugham who, on meeting him at a cocktail party, remarked: "You're a ve-very dangerous man," and moved away. I, for one, find it difficult to believe that those two fragile creatures, Katherine Mansfield and Elizabeth Russell, were on spitcat terms with each other. Or that the author of the exquisite works of *Elizabeth and Her German Garden* not only had an affair with H. G. Wells but described him as a coarse little man, but of course, neither is here to disprove it. As for the literary judgments, Mr J. B. Priestley might be glad to learn that he "is not a perfectionist" and Mr Graham Greene that Mr Swinnerton has neither read him nor met him.

Random Thoughts of a Fascist Hyena by Constantine FitzGibbon: Cassell. 21s. Since the publication of his political novel, *When the Kissing Had to Stop*, Mr FitzGibbon and his book have been subjected to a very mixed chorus of praise and blame and, although the first has predominated, one correspondent did go as far as calling him by that epithet which he has used in his new title. The new book is a collection of articles and essays, prefaced by a short autobiography and it is of remarkable interest to be able to trace the growth and development of his political attitude towards successive world problems; an attitude which is rarely conventional and often fresh and provocative.

Hold Your Hour and Have Another by Brendan Behan: Hutchinson. 21s, with decorations be Beatrice Behan. These little pieces are mainly autobiographical and sometimes lively in character, amusingly illustrated by Mrs Behan's imaginative sketches which have the undoubted advantage of recording a wife's point of view of a mercurial husband. Mr Behan remains himself which means that the anecdotes and essayettes are uneven in quality but occasionally reach a level of sparkling humour and acute observation.

The Lonely Life by Bette Davis: Macdonald. 30s, is the autobiography of a very well-known film star. It is also, and this is far more interesting, the autobiography of a woman who is intelligent, balanced and exceptionally objective about her own career, character and marriages. Miss Davis reveals herself as a dynamic character, a good friend, a hard-hitting enemy, an affectionate mother and, all things considered, something of a fireball. Her writing is scrappy and unpretentious but an enormous vitality shows through it, and considerable honesty.

Seven By Five by H. E. Bates: Michael Joseph. 25s, contains 35 short stories by this acknowledged master of the craft. It is also prefaced by a commentary from Mr Henry Miller, who writes that he only discovered the works of Mr Bates a year ago and that he finds in him a kinship with Jean Giono "whose work I adore. I ought to add—like whom I wish I could write." Mr Miller's appreciation will be echoed by many of us; when he speaks of the author's long and loving descriptions of nature; when he mentions his full, robust humour, "clean and healthy, and absolutely infectious," or when he says that "one closes his books with a lasting sensation of beauty." The stories in this volume have been selected from a very big output. Some of them, like *The Watercress Girl*, are little masterpieces and all of them are up to that very high standard which Mr Bates sets himself.

Sing For Your Supper by Pamela Frankau: Heinemann. 21s. A new novel by a really distinguished novelist, distinguished for her imaginative sweep and for her delicious humour, is quite an event in libraries and places where they read, which include most of the homes in England. Her new story, for she is first of all a storyteller, is concerned with a boy of ten and with his family, a loving, no more than normally dotty group of children and adults to whom the family's Nanny represents order, good sense and a measure of security. Thomas, who is likely to prove one of the most engaging small boys in fiction in the course of this book and its two projected sequels, has an odd and special power and that, too, provides one of the book's motive forces. For myself, I read it with relish.

Gun Before Butter by Nicolas Freeling: Gollancz. 15s, may confidently be recommended to you as one of the more adult and subtle detective stories to appear since the same author wrote *Love in Amsterdam*, though in fact the new book is several streets, or *graachts*, ahead of its predecessor. Amsterdam is once more the scene of part of this highly civilised crime novel, as well as Brussels and the Dutch and Belgian countryside. I found it all absorbing and read it as slowly as possible. **Vernon Fane**

BATTLES FAR AND NEAR

Peninsular Portrait 1811-14 edited by S. A. C. Cassels: Oxford. 35s.
Battle of the Indian Mutiny by Michael Edwardes: Batsford. 25s.
The Battle of the Alma by Peter Gibbs: Weidenfeld and Nicolson. 25s.
Gallipoli to the Somme by Alexander Aitken: Oxford. 30s.
Duel for Kilimanjaro by Leonard Mosley: Weidenfeld and Nicolson. 25s.
The Collected Poems of Wilfred Owen edited with an introduction and notes by C. Day Lewis: Chatto and Windus. 21s.

Those who read earlier in the year Michael Glover's chronicle of *Wellington's Peninsular Victories*, a series of set battle pieces from Busaco to Orthez and the Nivelle, will gain quite another impression of those brilliant campaigns from the volume compiled by Commander Cassels from the letters of Captain William Bragge, a young officer of the Third (King's Own Dragoons), who served with Wellington from Ciudad Rodrigo right through to the crossing of the Pyrenees and the invasion of France. Bragge was a keen soldier, eager to get into action, but his letters reveal months of inaction and frustration living in flea-infested, bug-ridden houses in towns and villages along the line of communication and enduring vast discomfort from cold, rain, lack of rations and lack of pay. He wrote home with fortitude, good humour, and much discernment, and his account of the battle of Salamanca, when he had a full and exhausting day in the field and a fair share in a famous victory, reflects the pride of a serving officer in the consummate skill of a great general. Of the lesser commanders Captain Bragge held less exalted opinions.

If the rigours of climate and disease were the enemies of Lord Wellington in the Peninsular they were perhaps even more so during the Indian Mutiny 50 years later. Mr Edwardes records that 2,000 white officers and men were killed in action or died of wounds, whereas no fewer than 9,000 succumbed from the effects of sunstroke and sickness. Here indeed was a greater enemy than rebellious sepoys, and Mr Edwardes shows that one important result of the Mutiny lay in the increasing attention paid to welfare in the British army. Perhaps the Mutiny's greatest fascination lies in the extraordinary personalities emerging on both sides, and the often bizarre events of these guerrilla campaigns.

The Alma, unplanned and uncoordinated, the first pitched battle of the Crimean War, the first and last success of the luckless Lord Raglan, was a fruitless victory and, in common with the Peninsular War and the Indian Mutiny, disease took the greatest toll of lives. Peter Gibbs tells of what happened before, during and after the battle of the Alma in a well-knit and absorbing narrative.

Professor Aitken's account of a year in the life of a New Zealand infantryman, now first published nearly 50 years after the events which he describes, is an intensely moving document, and its authenticity shines clear. The narrative has something of the quality of Graves' *Goodbye to All That*, save for the fact that Graves wrote as an officer, Aitken as a ranker; and that is a barrier clearly marked even though both be men of scholarship, Graves the classical scholar and the poet, Aitken, destined to the chair of Mathematics at Edinburgh no less brilliant in his own field. *Gallipoli to the Somme* is written with deep feeling, without rancour, and with a great love of

Soldier True by Victor Bonham-Carter: Muller. 50s. The book is sub-titled The Life and Times of Field-Marshal Sir William Robertson, Bart., G.C.B., G.C.M.G., K.C.V.O., D.S.O. He was a stolid character, both physically and psychologically but hitherto his figure has seemed rather blurred. We know he was the first, and remains the only, private of the regular army to reach the rank of field-marshal. We realise that he must have been an exceptional person, a kind of military Ernest Bevin, but somehow we seem always to have seen Wully, as he is generally known, in association with others, not as the central figure on the stage. Now Mr Bonham-Carter has righted this with a clear-cut full-length portrait, and excellently done it is.

Inevitably Wully's part as a key figure for most of World War I draws the most attention, but how he rose to eminence before 1914 is equally absorbing. The grit and determination of the postman's son enabled him to break through the social barrier of the officer class and become the most professional soldier of them all.

Unlike some writers on World War I, Mr Bonham-Carter is no fanatic adherent of either side in the conflict which rages among historians as to the merits of the Generals as against those of the Politicians—the Brass *v.* Frocks controversy and, although Wully was a firm Westerner, the author allows there is another strategic case to be made. His admiration for his subject is apparent but he recognises his faults. For instance he traces with great care the rights and wrongs of the breakdown in the relationship between Lloyd George as Prime Minister and Robertson as C.I.G.S. He accepts the customary view that Kitchener's powers in his latter days at the War Office were decaying and Wully had to be put in as C.I.G.S. to give direction to strategy and the war effort. Judgment should really be suspended until Kitchener's papers can be published. Nevertheless *Soldier True* is high on the list of required reading in the study of not only World War I but also the history of the British army. **Charles Dimont**

humanity which survived the unutterable squalor of the western front.

The story of the campaign fought between 1914 and 1918 amid the mountains, bushlands, swamps and jungles of East Africa centres largely round the character of one man, the German General von Lettow Vorbeck, now, we are told, a sprightly 94 years of age and living in his bungalow by the banks of the Elbe at Hamburg Altona. Amid a spate of war literature *Duel for Kilimanjaro* deserves more than ordinary attention. What is specially remarkable is the change that took place in the German commander during those strenuous years, changing as he did from an iron disciplinarian of native troops to a leader who won their loyalty, affection and obedience.

Of the remarkable band of poets who fought on the western front, Wilfred Owen, Robert Graves, Siegfried Sassoon, and Charles Hamilton Sonley, Owen was perhaps responsible for the greatest war poems. The passionate nature of their indignation and pity, allied to their remarkable maturity, indicate beyond doubt a major poet. This excellent new edition contains a memoir by Edmund Blunden. **Richard Edmonds**

THE REPRESENTATIVE

In the key scene of confrontation in Rolf Hochhüth's play, being presented at the Aldwych Theatre, London, by the Royal Shakespeare Company, Father Riccardo Fontana SJ (Alec McCowen), having put on the Star of David, appeals repeatedly to Pope Pius XII (Alan Webb) publicly to condemn Hitler's slaughter of the Jews. Great clouds of controversy have already billowed up about this young German dramatist's work of historical indignation, in which he arraigns Pope Pius for not speaking against Hitler's Final Solution. In fact, criticism of the play, the result of much research and in its original text of exhaustive length, must finally be concerned with not whether it is good drama but whether the author is right in asserting that Pope Pius should have spoken. In this key scene he makes the Pope say, "No one shall say we sacrificed the law of Christian love to political calculations" —whereas this is the gravamen of his charge. But the play does go on in an attempt to assess all humanity's responsibility for the attempted extermination of the Jews. The version at the Aldwych is truncated in length—the original version would take some eight hours to perform—but its final scenes have a stunning and appalling impact. The translation of the full text has been published by Methuen. **JW**

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **PETER ALLEN**

Mr Allen is this year's President of The British Plastics Federation. He is a Deputy Chairman of Imperial Chemical Industries, Ltd., Chairman of ICI of Canada, Ltd., and Chairman of the Board of Canadian Industries, Ltd. A chemist by training, Mr Allen has spent a lifetime in the industry. Born in 1905 in Surrey, Peter Christopher Allen was an exhibitioner at Harrow and a scholar of Trinity College, Oxford, where he took his B.A. and B.Sc. in chemistry. He joined Brunner, Mond and Co., now the Alkali Division of ICI, in 1928, which later produced ICI's most important plastic. After transferring to the commercial side of ICI, his working interests were concentrated on man-made materials, both plastics and man-made fibres. Mr Allen was working at Winnington in Cheshire when one of the best-known plastics of all—polythene—was discovered. He was also closely connected with ".Terylene " development and production. Later he spent over three years in Canada as President of ICI's subsidiary company there. Mr Allen holds a number of other posts in associations connected with the industry, including membership of the Council of the Association of British Chemical Manufacturers; associate membership of the Canadian Chamber of Commerce in Great Britain; honorary membership of the Canadian Chemical Producers' Association; membership of the Export Council for Europe and of the Iron and Steel Holding and Realisation Agency. He is a past Vice-President of the Manufacturing Chemists' Association, USA, and a past President of the Plastics Institute. A railway enthusiast, Mr Allen has written several books on the subject. As can be seen in the photograph, in his office at ICI at Millbank, he has two paintings of railway engines hanging behind his desk. Specially painted for him by the late Leslie Carr, they show, on the left, a Canadian Pacific train on the north shore of Lake Superior, and, on the right, a Delaware and Hudson train. Other hobbies of Mr Allen are foreign travel and golf. He is married and has two children

WHAT EFFECT THE DECIMAL?

by The Sphere Industrial Correspondent

It is rather seldom that any industry arrives at its annual exhibition and conference with its main topic of discussion and controversy dictated from outside; but it has happened this year to the business machine manufacturers. On the eve of their annual Business Efficiency Exhibition, the publication of the report of the committee on decimal coinage has precipitated discussion of the effect that this change, presuming that the Government acts on the committee's recommendations, will have upon these firms' course of business during the next few years. At some point, clearly, it is going to give them quite a flurry of extra activity; but the industry was somewhat anxious this week about the time-table of such a change, and uneasy that disagreement within the committee had produced a majority and minority report, which might mean further delay.

Decimalisation, whenever it is decided upon, represents a promise but also possibly a temporary threat to the manufacturers of accounting machinery and coin-operated equipment. The promise is that a big job of conversion or accelerated replacement of machines geared to our present currency will come up. The threat, upon which manufacturers understandably fasten in the meantime before a final decision, is that until that job does come up, customers will be reluctant to install or replace machines, knowing that the changeover is approaching. So, from the industry's point of view, the sooner a decision and a firm time-table emerge the better.

Working out the dimensions of this programme of work, and its cost, has involved a rather detailed census estimate for the different kinds of machines involved. Shops in Britain, in 1962, contained some 420,000 cash registers and 318,000 scales that showed the price as well as the weight; there were 36,000 petrol pumps that registered money as well as gallons, 58,500 ticket issuing machines in railway stations, cinemas and the like, and—an item one might forget—22,000 taximeters. In offices all round the country there were 376,000 adding machines, 94,000 calculating machines of one kind and another, and 80,000 accounting machines, plus an array of punched card equipment, franking machines, and cheque writers.

So much for machines that register money values—perhaps 1.5 million of them, with some of them requiring most elaborate modification. Then there comes a far larger number of machines that accept and operate with money—nearly 11 million coin-operated machines. Ten million of these, admittedly, are gas and electricity meters, and another 200,000 telephone boxes and stamp machines; the first group probably requires very little modification, but the telephone booths, where one process of changing over to a quite new kind of equipment is still not wholly complete, would require radical redesign both of the boxes and of exchange recording equipment associated with them. There are something over 400,000 vending machines that deliver goods when the coin is put in; just under 300,000 coin machines that deliver services: turnstiles, parking meters, weighing machines and the like. To operate with a new coinage, most of these machines would require new slots and coin-boxes; but the modifications would usually be much simpler than for the accounting equipment.

The decimals committee's estimates of about £66 million as the cost of converting and replacing business machines if decimalisation were to take place in 1967 (allowing for a considerable growth in the "machine population" by then) consists of about £55 million for conversion costs and about £10½ million for replacement. But that estimate of replacement costs represents simply the net cost of early as against later replacement, not the whole price of the machines concerned. From the point of view of the manufacturers, the value of new machines and the work involved would be greater, probably two or three times as much. The actual value might well be of the order of a year or more's present deliveries to the home market (these were about £25 million for "accounting and similar machinery" in 1962).

That would be extra business in the short run, not in the long. Over the three-year period of preparation considered necessary for the organisation of work, the industry would have the big once-for-all exercise of converting equipment to prepare, by assembling spare parts and making ready for fairly rapid conversion (during, say, two to three years). They would also have a bunching of orders due to accelerated replacement. Conversion of coin-operated machines—the cost here is put at £16½ million if decimalisation's D-Day comes in 1967—would also take a couple of years.

No manufacturer sniffs at extra business, and the industry can confidently look forward to the change as a period of intense activity. Nevertheless, this is likely to be awkward business to organise: the conversion is a vast servicing process that will have to be done once and then "stood down." Moreover, the bunching of replacement of machines from later years when the companies would eventually have got this business can have its problems; particularly as it is likely to coincide with a bunching of postponed replacement that would otherwise have occurred between now and the decimalisation year. The Committee took this possibility seriously enough to estimate a value for the business postponed—perhaps £5-7 million a year for business and coin-operated machines. Looked at over, say, a ten-year period, decimalisation seems likely to represent a somewhat convulsive shift in the sequence of growth of the industry.

Technically, the business machine manufacturers appear to feel that there would not be much difference in the conversion and redesign involved for a decimal system using a new 10s main item of sterling and that required for the system retaining the pound which the committee, by majority vote, has decided upon. In the sphere of coin-operated machines, moreover, the committee took a great deal of notice of the sizes and values of coin these machines "prefer" in suggesting a new set of coinage. But it is fair to add that these manufacturers, like many businessmen, would strongly have preferred the 10s unit of currency, which would have allowed a "true decimal" system without the half-unit that a system based on the pound will require as the equivalent of the penny. Decimalising machines to use a vulgar fraction as well as decimal fractions will not be technically difficult. But it does mean, the manufacturers point out, that accounting and cash machines using the system will not be interchangeable with those for most currencies abroad, as a true decimal system would make them.

For machine conversion and replacement, therefore, the pound system retaining a half-cent will cost perhaps 5 per cent. more than a 10s system; and it makes exporting of such machines marginally less convenient. It is true, as the committee pointed out, that this would also make import marginally less convenient; the industry is certainly uneasy about the possibility that there will be heavy importing of decimal machines from the Continent or United States during just the period that British manufacturers are busiest with the changeover, and it hopes for some temporary protection during this period.

FORD'S BIGGEST MOTOR VEHICLE

British Ford has just started production of the biggest motor vehicle it has ever built: the "Thames 36" chassis—announced yesterday—for bodies 36 ft. long and 8 ft. 2½ ins. wide, use of which is now permitted in Britain. I went to the recent German Motor Show at Frankfurt-am-Main in a Duple-bodied 52-seat coach using this chassis—it is called the Marauder—and had a very comfortable 320-mile journey during which we were usually cruising at 70 m.p.h. on the motorways between Ostend and Brussels; and between Aachen and Frankfurt. This new Ford chassis costs £1,620 and the Duple's Marauder body brought the total cost of our coach to £5,420. With a 6-cylinder 5,416 c.c. diesel engine—a petrol motor of 4,888 c.c. is optionally available—a five-speed gearbox and a two-speed axle, our coach took us to Frankfurt quickly, smoothly, quietly and with a minimum of fatigue. Here is a coach tailored for motorway driving and it was an object of admiration wherever we went in Belgium and Germany. *Courtenay Edwards*

PLASTICS: MAJOR INDUSTRY

by **FINLAY WALLS,** *Chairman, The British Plastics Federation*

Plastics is one of the major "growth" industries in Britain today. From the research laboratories of the industry there is a continuous flow of improved and occasionally new materials and from the development departments ideas for putting them to new uses. This is the exciting pattern which has established plastics as major materials in their own right—not simply as substitutes for traditional wood or metal should they be in short supply. Today, engineering apprentices learn about plastics and their uses as part of their normal training which before covered only metals.

The whole industry is based on synthetic resins made from chemicals obtained from coal and as by-products (but very valuable ones) from the catalytic process of breaking down crude oil into usable fuel. The production of these basic plastics materials is the pulse which reflects the health of the industry and the pulse has been getting progressively stronger since the real development of the industry began in the 1930's. In 1959 there were 27,600 workers employed in making plastics materials and in that year they produced 473,900 tons. In 1962 the employment figure was 33,600 and production was 654,100 tons and—most important of all—production per worker rose in those three years from 17·2 tons each to 19·3 tons.

Plastics are penetrating into more and more industries sometimes replacing existing materials, sometimes being used for jobs for which there has never been a really satisfactory material or being chosen in preference to any other material for entirely new tasks such as heat shields to protect astronauts from the effects of skin friction when their spaceships re-enter the earth's atmosphere. Because of all these factors the British industry has been growing faster than the rest of the nation's economy—and prices of plastics materials have been falling: since 1959, polythene has dropped from 2s 3d per pound to 1s 7d.

This price fall has made plastics more competitive in increasing areas of industry and in turn spurred the scientists to find new versions of these man-made materials to suit the increasingly high standards required by the user industries—standards which the old traditional materials may sometimes find difficulty in reaching.

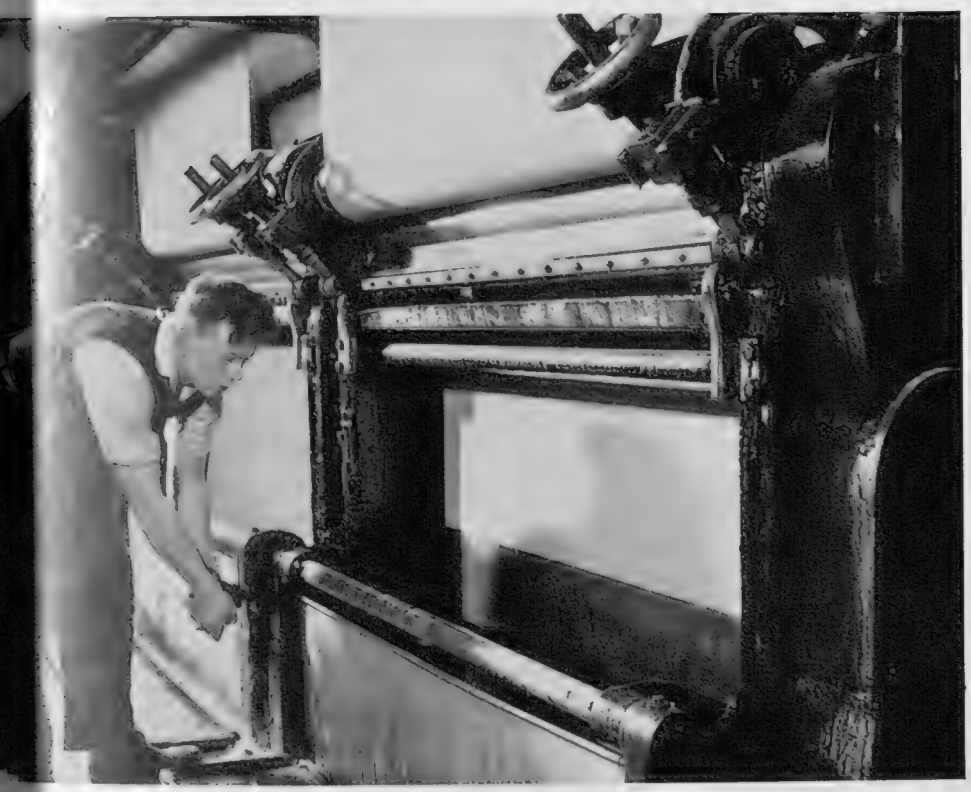
It is in the building industry that plastics are likely to find their next major customer. The materials are particularly suitable for the new "industrial" building systems with their emphasis on prefabrication and speed. Plastics can play a major part in the change-over on the building site from wet and heavy methods and materials to dry and light. The industry itself has built two or three demonstration plastics houses in which these materials are used for every possible component. Clearly the all-plastics house is not just around the corner, but these houses have shown most vividly how plastics can be used with advantage.

There are half-a-dozen important plastics materials of use in building—polyvinyl chloride (PVC), polythene (or polyethylene as it is often called) polypropylene, polymethyl methacrylate, polyester/glassfibre and a number of expanded plastics. Each has its own particular applications: PVC, for example (probably the most familiar one used), in its rigid form is already a strong competitor to cast iron in guttering and drain pipes; polypropylene—high density polythene—is used for water cisterns and storage tanks; polymethyl methacrylate is an excellent material for sinks, baths and all sanitary ware. All these plastics have advantages over traditional building materials, many of which have been in use for hundreds of years. They are light, stain and corrosion resistant and available in an endless range of colours.

Plastics are not suitable materials with which to build the basic load-bearing foundations and skeleton of a building but from that point onwards they can often be used. Polythene film is widely used for damp proof membranes in foundations, polyvinyl chloride will effectively seal expansion joints in concrete and as flooring is now so widely accepted as to cause no excitement at all. Research has not yet produced a plastics material which is suitable for hot water systems in housing. This is now being worked on and there can be little doubt that in the next few years the industry will be able to offer such a material to builders and we shall then see considerable inroads made into the use of thin walled copper and mild steel piping.

It is essential to be able to use the same material for hot and cold water systems. As this cannot be done at the moment plastics piping is restricted to waste and rain water uses but it is also used very extensively for agricultural purposes. The great advantage of plastics pipes was well demonstrated during last year's great freeze-up—the water certainly froze but the pipes did not burst, they just swelled with the ice and returned to normal with the thaw and didn't soak the ceiling, walls, floors or flood the basement.

For walls, plastics can offer a great deal and they are already being used but the tonnage here is going to increase *(Continued on page 28)*



Above: The manufacture of Tufnol, fabric base laminated plastic, begins with the filler (paper of fabric) being impregnated with resin. It is then passed through squeeze rollers
Left: Laminated plastics machine easily with conventional machine tools
Above far left: One stage in the manufacture of the plastics raw materials. Polypropylene strands being extruded at the Carrington works of Petrochemicals Ltd. (a wholly owned subsidiary of Shell Chemical)
Top: A typical kettle used in the manufacture of many of the synthetic resins produced by British Resin Products Ltd. Foreground is the control panel
Top right: At the works of BX Plastics Ltd., high polish of sheet materials is achieved by pressing them between plates of polished metal. Under heat and pressure, the surface finish of the metal is transferred to the plastics
Above right: Fylingdales early warning station is clad in 180,000 sq. ft. of Filon, a glass-fibre reinforced polyester sheet manufactured by B.I.P. Reinforced Products Ltd., a member of the Turner and Newall Group

PLASTICS: MAJOR INDUSTRY *continued from page 27*

phenomenally. For external load-bearing walls the well-known polyester resin and glassfibre mixture may be used for single and two-storey building but the load-bearing abilities of plastics are not good enough to allow them to be used for anything requiring great strength. Most of the future uses on external walls lie in the development of cladding or panels for buildings which have steel or concrete skeletons.

In all building uses the question of fire resistance arises. All plastics materials can be set fire to if enough effort is put into the attempt. Much work is being done now in Great Britain and overseas to establish reasonable fire rates for these new materials. There is a tendency, for instance, for some authorities to say that plastics wall coverings are too risky because they will burn. But so will wallpaper, which was an accepted building material long before the scientific question of fire risk ever arose! Of course there are combinations of plastics and other materials which make excellent cladding with the plastics materials providing lightness and welcome insulation against heat or cold and the other materials additional strength. In windows, plastics are already being used as coverings for metal and wooden frames (thus saving the need for painting) and the next step is probably all-plastics frames, while on roofs transparent (or translucent) domes and sheets are going to become more familiar features in the coming years.

Plastics production requires heavy capital expenditure and thus there is pressure to bring all plant up to full production as soon as possible after it is installed. This has pared down profit margins and contributed to some extent to the lower prices for plastics. But it has helped too to expand the uses of these materials thus taking up the additional productive capacity which has been installed in recent years by the basic material manufacturers.

From these small profit margins has had to be found a steady flow of cash to continue the research and development work which is the lifeblood of the industry. Its prosperity depends on the scientists pushing forward their frontiers of knowledge and producing new and improved materials, new machinery to mould and fabricate them and new uses for them in the ever-widening circle of industries which today look as readily to plastics as a few years ago they looked to traditional materials. This has been achieved after costly investment in research and capital equipment—one large British company spends between 5 and 6 per cent. of its turnover on this each year—and by salesmen who have convinced their customers that plastics are truly materials in their own right.

British manufacturers face fierce competition from abroad. They have to fight it with an arm tied behind their backs in the form of the low UK tariff barrier against plastics of a mere 10 per cent. compared with the common external tariff of the European Common Market of 15-23 per cent. and a US tariff and other taxes barrier averaging 40 per cent. but in a few cases as high as 80 per cent. Some of the 64,700 tons of plastics materials which were *imported* into the UK in the first six months of 1963 got in because of our low tariff—it was dumped. Thus British firms must keep the highest possible standards in their materials and proof of their success may be found in the ever-growing exports.

These have been increasing at an average annual rate of 16·3 per cent. since 1954. In the first six months of 1963 exports of British plastics materials alone (excluding the many millions of pounds' worth exported as integral components of motor cars, radios, domestic appliances, aircraft and many other finished products) totalled £31,719,051 representing 146,348 tons, an increase of 18 per cent. over the same period of 1962. There are also exports of machinery for plastics fabrication.

Above: Fisons' Levington research station, Ipswich, is made from " Claritex," extra tough clear material for glazing and plant protection, manufactured by British Celanese, Ltd.
Right: This apparatus grades table tennis balls in the Halex works of the British Xylonite Co., Ltd.
Below right: Moulding a hi-fi LP record from an experimental PVC compound in laboratories of the Plastics Group factory, Barry, of The Distillers Co.

To these actual trading figures should be added the vital contribution made to the country's invisible exports by the sale of plastics know-how overseas. Several of the key technological advances in plastics have been achieved in Britain—polythene being an outstanding example. Manufacturing licences for these and other processes have been taken out in many overseas countries.

Parallel with the massive output and spectacular research and development programmes of the whole industry there is a substantial technical programme to establish worthwhile standards of quality, advice on the use of plastics materials and collective research into the future trends of the uses of plastics. This is being carried out under the auspices of The British Plastics Federation, the industry's trade organisation based in London, whose membership includes the great majority of companies with major activity in plastics.

It has a minimum of 70 sections and committees each looking after the development of a particular commercial or technical facet of the industry. A 100-page buyers' guide tells users and potential users what different types of plastics there are, how they may be utilised and which companies make and fabricate them. Shortly the Federation will publish a book for the building industry showing how much plastics will be able to contribute in this field.

Left: Tufnol laminated plastics star wheels and guide plates allow glass bottles and containers to flow smoothly along the production line in this factory

Below: A Metrex PVC "family tree," which has been fabricated from the range of plastics soil pipes and fittings manufactured by Allied Ironfounders, Ltd.

MIDLANDS MATTERS

By The Sphere Midlands Correspondent

No one who knows Mr Howard Hicks, chairman and managing director of Industrial Development and Construction Ltd., and its associated companies, could have been surprised at his forthright comment on present-day house-building methods: "A man stands with 20,000 components, all 9 ins. by 4 ins., and sticks them together with mud." Introducing his new system of industrialised house-building recently, he confirmed again his mistrust of politicians as people to get things done—and of the building industry itself, "generally Victorian," to tackle the immense job of providing enough houses to meet demand.

His system, developed in two years after he had studied and rejected foreign systems, is based on alternating two-storey load-bearing concrete panels with non-load-bearing timber framed and clad panels. It will allow him to offer local authorities 500 houses on a site in 40 weeks, each with central heating, fitted kitchens, 15 or 20 power points, two toilets, and astonishing cupboard and storage space, all for £2,300. His approach was characteristic: "We started by asking what was the best we could offer to the working man's wife at a price she could afford in rent. We could build cheaper houses, but we felt we did not want to compete with the lowest price." His system is flexible, adaptable to many designs to avoid monotony, and meets all the standards laid down for housing by the Parker Morris Committee.

Hearing about art

Automated art galleries must be a contradiction in terms—but Birmingham Museum and Art Gallery has just installed new equipment which will provide visitors with a series of short recorded talks on pictures on show. They will simply borrow a hand-set, plug it into one of nine recording boxes, and watch the picture or pictures while hearing a BBC announcer reading a specially-prepared talk. It will cost each visitor 1s, it has cost the art gallery £500, and is among the first such installations in the world.

Birmingham dips again

Just one comment on the decision of Birmingham Dipped Headlights Committee to run another campaign this winter—this time in collaboration with the Road Research Laboratory. When asked for his definition of a well-lit street, Chief Superintendent Harvey Palmer, who is also chairman of Birmingham Accident Prevention Council, came out with the simplest possible reply: "I've never seen one yet."

Biggest shoe warehouse

Leicester workers got a big pat on the back from the Clore Organisation the other day when it put an end at last to the speculation that has been going on about the tremendous developments at the old Braunstone aerodrome site. This was stated to be a warehouse for Freeman, Hardy and Willis, Ltd., one of the many well-known names included in the British Shoe Corporation, whose headquarters the Braunstone site is now disclosed to be. The present headquarters is at Northampton.

Besides accommodating the biggest shoe warehouse in Europe, the headquarters will incorporate a five-storey office block, restaurants and other buildings, taking up 25 acres of the 45-acre site. Within the £3 million warehouse, seven miles of conveyor belts will move thousands of cartons of shoes without being touched by hand. Mr I. Harrison, BSC director in charge of the project, said: "Our decision to expand our activities in Leicester is the direct result of the fine response we have always had from our Leicester workers."

SHIPPING BOOMLET

by The Sphere City Correspondent

30 Shipping shares have risen by 50 per cent. in the past 18 months. There have been a number of reasons for this remarkable recovery in a sector of the stock market that has been under a cloud for practically six years—since, in fact, the Suez crisis gave a final spurt to world shipbuilding orders and left the world with a surplus of ships. The first reason for the City's upward re-assessment of shipping shares occurred in October last year when the board of the Peninsular and Orient Steam and Navigation Company decided to restore the dividend to 10 per cent. (after a short-earned 6 per cent. for 1961) in spite of the fact that it was expected to be barely covered by earnings. Moreover the P & O virtually promised to keep the dividend at 10 per cent. paid out of cash flow and reserves until a recovery in shipping took place. The share price of P & O, which had been as low as 17s, rose to 30s since at this level it gave a yield of 6¾ per cent, nearly in line with a good industrial fixed interest stock, and several other shipping shares, such as Liner Holdings, rose on hopes that other boardrooms would be as thoughtful for their shareholders.

In a few particular shipping stocks, too, there have been flurries in the share price for special reasons. The price of Cunard, for instance, has fluctuated between 15s and 19s on hopes that the company would be able to put its properties in Liverpool and New York to more profitable use. In fact, as the board made plain last July, though hiving-off the New York property and revaluing most of the other properties in the group has led to handsome surpluses over book values, there is practically no scope for development. As a result Cunard shares have fallen back again to around 16s, where (it is generally believed in the City) Mr Charles Clore is often a buyer for his private account.

These have been individual cases that have caused the shipping sector of the stock market to appear active over the past year when little or nothing was happening in the sphere of freight rates themselves. Recently, however, there has been a surge in tramp freight rates that has taken prices for carrying dry-cargoes up to the best level for at least two years. The Chamber of Shipping index of freight rates, which was as low as 80 (1960=100) a year ago, is now around 105.

The principal reason for the latest recovery in rates is the failure of the harvest in Russia and parts of Europe, due to exceptionally bad weather. The Russians have been obliged to make up their shortage by huge orders of grain from Australia and Canada—the recent order from Canada is for nearly 5 million tons by next June. Earlier, the Japanese had been bidding for shipping space to take extra grain to Japan and there have been steady inquiries from China. At the same time it is becoming clear that bad weather will also have affected Europe's own wheat harvest—latest estimates are that the crop will be down from 46 million tons to 38 million. Already a grain shipment has been booked for December from the US Gulf to the Continent at a rate that is around break-even point for the shipping line against its previous loss-making level.

There have, of course, been other "false dawns" in the shipping industry since 1957 and few observers on the Baltic Exchange are prepared to claim this boomlet will definitely lead to a period of profitable trading. But it is at least occurring against a background of decline in the amount of laid-up shipping. At present 2 per cent. of the world's dry-cargo fleet is laid up and, as shipping becomes profitable, this tonnage tends to be relaunched causing a new surplus of shipping and depressing rates again. But gradually the number of laid-up ships, and particularly the reasonably efficient laid-up ones, is falling and persistent demand for freights could bring the level down sharply by this time next year.

How quickly this boomlet, which is now making tramp (i.e. ships hired by the voyage) profitable, will spread to long-term charter ships is hard to tell. But at least if the grain shortage keeps freights high during the winter, new charters should also be at more reasonable levels. For the moment, however, investors should probably keep off those companies such as Cunard which are predominantly in passenger services or British and Commonwealth which is big both in passenger and cargo business. P & O and Liner Holdings are useful exceptions in that they have virtually guaranteed minimum dividends. It is also worth emphasising that the recovery in grain will hardly benefit the oil tanker companies, even though some have converted several ships over to dry cargoes. Shares in companies such as London and Overseas Freighters should probably be left until the outlook is clearer. But companies such as Dene Shipping (at 17s 6d to yield 5½ per cent.) and Reardon Smith (at 11s to yield a token 2¼ per cent.) should benefit if the recovery in freights lasts the winter and could prove attractive for those with strong nerves.

GOOD LIVING

by Ganymede

I am not greatly attracted by buffet meals, lunches or dinners or suppers. So often there is a wonderful array of good looking, and even good-tasting food, most stimulating for the appetite. It is all the more aggravating to have to queue, and sometimes even be pushed and shoved in order to be served. But that is only half the battle. The next part is to try to eat the food off a plate precariously balanced in one hand or, if lucky, on the edge of a chimney-piece, while being jostled by the crowd, and looking with envy and dissatisfaction at the lucky ones who, having grabbed one of the few chairs, are balancing their plates only a little less precariously on their knees. To be honest, I prefer a meal to be served at table. As for the accompanying wine to be sipped with the food, no one has given me a solution for the frequent case when you hold your plate in one hand, your fork in the other and you have no imaginable means of holding a glass as well.

None of this happened when the Directors Wine Club gave a "buffet dinner" at the Hurlingham Club recently. The occasion was the showing of some of their wines to a group of experts and writers. The buffet was presented most beautifully by M. Jean Conil, who is in charge of catering at Hurlingham, and we did go up to the groaning tables to make our choice, but, from there it was all quite different to the usual agony. Waiters and waitresses were in attendance, who took our plates to properly laid tables where we sat on proper chairs, sommeliers brought and poured our wines, our plates were taken away, and I must confess replenished in my case, and the next course brought along. A glowing example how a buffet meal can be made enjoyable.

The wines selected for the dinner did credit to the Directors Wine Club. Their own champagne, Lambert Blanc de Blancs, is light and not quite as acid as most of that type. This was served as an aperitif, with a choice of the Club Chambéry and the Club Gin. An excellent Pouilly Blanc Fumé 1960 was the wine for the first course, Lobster Mousse and Salmon Trout. The claret with the main course —a delightful choice of Filet de Boeuf, Suprême de Volaille, Aiguillette de Canard or a quite exceptionally flavoured spicy and juicy baked ham—was Château Rauzan-Gassies 1955, a good year of a good vineyard, the third in rank at Margaux. I was able to continue this with my cheese taken from a varied board. The Château Suduiraut 1957 made an exceptionally good companion for the fruit salad. It was gently fruity, but not at all cloying with too much perceptible sugar.

Many other wines for the Directors List were available for tasting before dinner in an adjoining room, and it was well worth while to do a bit of browsing there. All the wines are carefully selected, and members of the Club enjoy the benefit of a slightly shortened chain of links between the grower and consumer. Branded goods are not offered, for price-cutting is not the object of this organisation, but instead the club has its own brands of most things at very reasonable prices. For example, the list contains three sherries, a Fino at 13s 6d, an Amontillado at 14s and a Cream at 13s 6d. Their Chambéry Vermouth is almost ridiculously cheap at 11s 7d, Gin is 36s, Scotch 37s 6d and their Single Malt Whisky at 41s 6d is exceptional value. The Club Cognac, which I would consider as good if not better than most three star cognacs, only costs 44s 6d. The Blanc de Blancs Champagne, mentioned earlier, costs 22s 6d. There are some standard wines from the various regions from a Spanish Burgundy at 6s 9d to a Gewuerztraminer at 17s 9d on the general list, but in addition there is also a so-called Connoisseur's List issued from time to time, with rarer wines in it available for limited periods.

In spite of the name, membership is not restricted to directors of companies, but it also open to other executives, and members of the professions and the services. There is a small annual subscription.

Dedicated to Malta...

..La Valette, Grand Master of the Knights of Saint John of Jerusalem, dedicated this sword to the defence and protection of Malta and Europe. Even now, Malta remains unspoiled by the ravages of time. Shades of St. Paul, Hannibal and Napoleon mingle with stolid remnants of Megalithic and Phoenician culture. Relics of Norman, Angevin and Castilian dynasties blend miraculously with Roman and Carthaginian remains; and the palaces and cathedrals of the Knights of St. John of Jerusalem add beauty and majesty to the natural splendour of this island in the sun.

...and there's warm *winter* sunshine in Malta. Comfortable hotels and pensions. Fine foods and wines. You'll enjoy sailing, deep-sea fishing, tennis, golf, horse riding, strolling in the Roman Villa or exploring the Catacombs... and the scenery beggars description. You'll admire the grandeur and magnificence of the edifices of the noble, dedicated Knights of Saint John of Jerusalem.

And Malta's only 4½ hours from London by air.

fly BEA

MALTA

MAKE MALTA YOUR MEDITERRANEAN HOLIDAY ISLAND

For full details of how to get there and where to stay, contact your local travel agent or write to the Malta Government Tourist Board, Haymarket, London.

Name .....

Address .....

S1

NEW BRITISH CARS

32 In time for France's golden jubilee motor show —now in the middle of its ten-day run—three of Britain's leading car manufacturers announced important new models which have made a big impression at the Paris Salon. They are the 1,057 c.c. Vauxhall Viva family saloon costing £520 (including tax) in its cheapest form; the 1,498 c.c. Ford Corsair, a well-appointed medium saloon which replaces the Classic (£653); and the S-type Jaguar which offers independent rear suspension, styling reminiscent of the big Mark X and a choice of 3·4 or 3·8-litre engines. In its cheapest form it has a price tag of £1,669.

These new cars join the recently announced Austin 110, the 4-litre Aston Martin DB5, the more powerful Vauxhall Victors and the improved Rootes Group models in a range of British cars which it can be said without exaggeration dominates the Paris Salon. It has 800 exhibitors altogether and there are 77 different makes of car on show: including 26 British, 14 from the US, 11 from Germany, 11 from Italy and nine from France.

Medium priced car from Ford

Having had the opportunity of driving the Ford Corsair on the firm's proving ground at Boreham, Essex and in Eire's beautiful County Kerry, I can tell you it is a quiet, lively car which handles and rides well. It fits neatly into the medium car range and was designed to sell in the expanding market lying between the Cortina and Ford's Zephyr and Zodiac.

With elliptic styling reminiscent of the Taunus 17 M built by Ford of Cologne, the new Corsair uses mechanical units which are basically those of the Cortina of which a quarter-of-a-million have been built in 12 months and which Ford claims to be Britain's best selling single model at home and abroad. It is the first new car ever to be built on Merseyside for it is being produced at Ford's vast new plant at Halewood, Lancashire.

In its standard form, with 59½ b.h.p. engine, the Corsair does over 80 m.p.h. and reaches 60 from a standing start in 21 seconds. A touring fuel consumption of better than 30 m.p.g. is claimed. It is "greased for life," the engine oil needs changing only at intervals of 5,000 miles, the rear axle oil never needs changing and that in the gearbox only once: at 5,000 miles. Disc brakes are fitted as standard —and for the first time on a medium car—Ford offers the Borg-Warner Type 35 automatic gearbox as an optional extra. It is also the first time the Borg-Warner gearbox has been offered on a 1½-litre car although it has been available for some time on the 1·6-litre BMC and Rootes Group models.

In spite of its very attractive specification the Corsair costs the same as the Classic it replaces. The prices range from £653 for the cheapest two-door version to £840 for the 90 m.p.h.-plus four-door GT version, which has a 78 b.h.p. engine with four-branch exhaust, twin-choke Weber carburetter, high-lift camshaft and servo-assisted brakes. The Capri continues in production at £786. On the de luxe versions of the Corsair, bucket seats and a floor gear-change lever are optionally available for £9.

Small car from Vauxhall

The Vauxhall Viva is the smallest car built by the Luton firm since the famous 1,203 c.c. Vauxhall Ten was discontinued in 1947. It is a two-door four-seater saloon with plenty of room in the back seat for two adults—with easy access—a big boot, a 4-cylinder water-cooled engine at the front driving the rear wheels and a delightful, fully synchronised, four-speed gearbox. The engine develops 50 b.h.p. at 5,200 r.p.m. and when I drove one to Wales on a 500-miles road test I found it has a top speed of close on 80 m.p.h. and that the car accelerates to 50 m.p.h. from a standstill in 14 seconds.

The suspension has unusual features to minimise roll while maintaining a soft ride. In place of the usual coil springs the Viva's IFS has a single three-leaf transverse spring and at the back the semi-elliptic springs are pivot-mounted on short arms projecting forward from the axle casing. While this new Vauxhall cannot be credited with a brilliant personality in the automotive sense, it is a car which does in a supremely willing and efficient manner the job it was designed to do and I predict it will be a very popular addition to an excellent Vauxhall range. In a careful check of nearly 200 miles of hard driving I averaged 33½ m.p.g. Forty should be a good average figure for the family man in the ordinary way.

The de luxe edition costs £566 and servo-assisted disc brakes at the front can be had for £15 extra. The Viva has only four greasing points, two on each steering knuckle. These and the front hub bearings only need attention at intervals of 30,000 miles or 30 months. £20 million has been invested in the Viva programme. The car is assembled at Luton, but the engine and many other components are being built in Vauxhall's new Merseyside factory at Ellesmere Port.

Another saloon from Jaguar

Sir William Lyons, master of sophisticated motoring, tells me he has introduced the S-type Jaguar to bridge the gap between his car-vaceous 3·8-litre Mark X model and the older Mark II models which from now on will be available only with 2·4-litre and 3·4-litre engines. It bears a strong family likeness to the Mark X, but has only two headlamps. It has more passenger and luggage space than the Mark II and a larger, (*Continued on page 34*)

The new Vauxhall Viva, in its de luxe version, is seen alongside a 1938 Vauxhall Ten, the last previous small car made by the company. Comparing the models are Mr William Swallow (left), Vauxhall's Chairman and Managing Director, and Mr Maurice Platt, the company's Director of Engineering until his retirement on August 31

MITCHELL CONSTRUCTION

BUILDING AND CIVIL ENGINEERING CONTRACTORS

THE MITCHELL CONSTRUCTION COMPANY LTD

WHARF WORKS · PETERBOROUGH

MOTORING *continued from page 32*

34 14-gallon fuel tank. It is $7\frac{3}{4}$ ins. longer than the Mark II, $11\frac{1}{4}$ ins. shorter than the Mark X.

The independent rear suspension is similar to that used on the Mark X and E-type models with the universal-jointed half-shafts forming the top links of the wheel-location tubes. There is a choice of four-speed manual gearbox with overdrive or Borg-Warner automatic transmission. There are disc brakes on all four wheels and power assistance for the steering is available. The lavish equipment includes rich leather upholstery.

Briefly . . . In my road test report on Sweden's fascinating two-stroke Saab estate car on September 21 I quoted the old UK price. A recent reduction of £57 brought down the price to £909 including purchase tax. . . . Oldham and Sons announce a new battery—the Oldham Red Top—which gives up to 15 per cent. more power for cold weather starting by using new materials to eliminate the cell-links . . . When the Lex Group of companies opened, in London, the West End's first Renault showrooms in St. Martin's Lane, WC2, a star attraction was a new Caravelle convertible, the first of these new 1,108 c.c. models to be seen in the UK.

Above: The Ford Corsair has a 1½-litre engine. **Top:** The new S-type Jaguar has a strong family likeness

For holidays and honeymoons in November and December

Follow the sun to Algeciras and the Reina Cristina de-luxe Hotel. Sub-tropical gardens. 155 bedrooms. Many private suites. Cocktail Bars. Luxury Swimming Pool. Lounges. Music Room. Dancing nightly to resident Dance Band. Nine hole golf course. Tennis. Riding. International food and wines with superb local specialities. English Manager.

ONLY 30 MINUTES FROM GIBRALTAR AIRPORT BY CAR

Write to: The Reina Cristina Hotel, Algeciras. Telephone: Algeciras 1390; or enquire TRUST HOUSE HOTELS, 81, Piccadilly, W.1. Telephone: GRO 1846.

"....at this time of year especially.... so pleasant...."

THE *Imperial* TORQUAY

THE ENGLISH HOTEL IN THE MEDITERRANEAN MANNER

For business friends or clients overseas—what better or more welcome gift?

From all points of view a subscription to "The Sphere" is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months, £8. 4. 0.

Your regular newsagent or bookstall will arrange a subscription for you. Or write to: The Publisher, 13-15 John Adam Street, London, W.C.2, enclosing cheque.

MANLY . . .

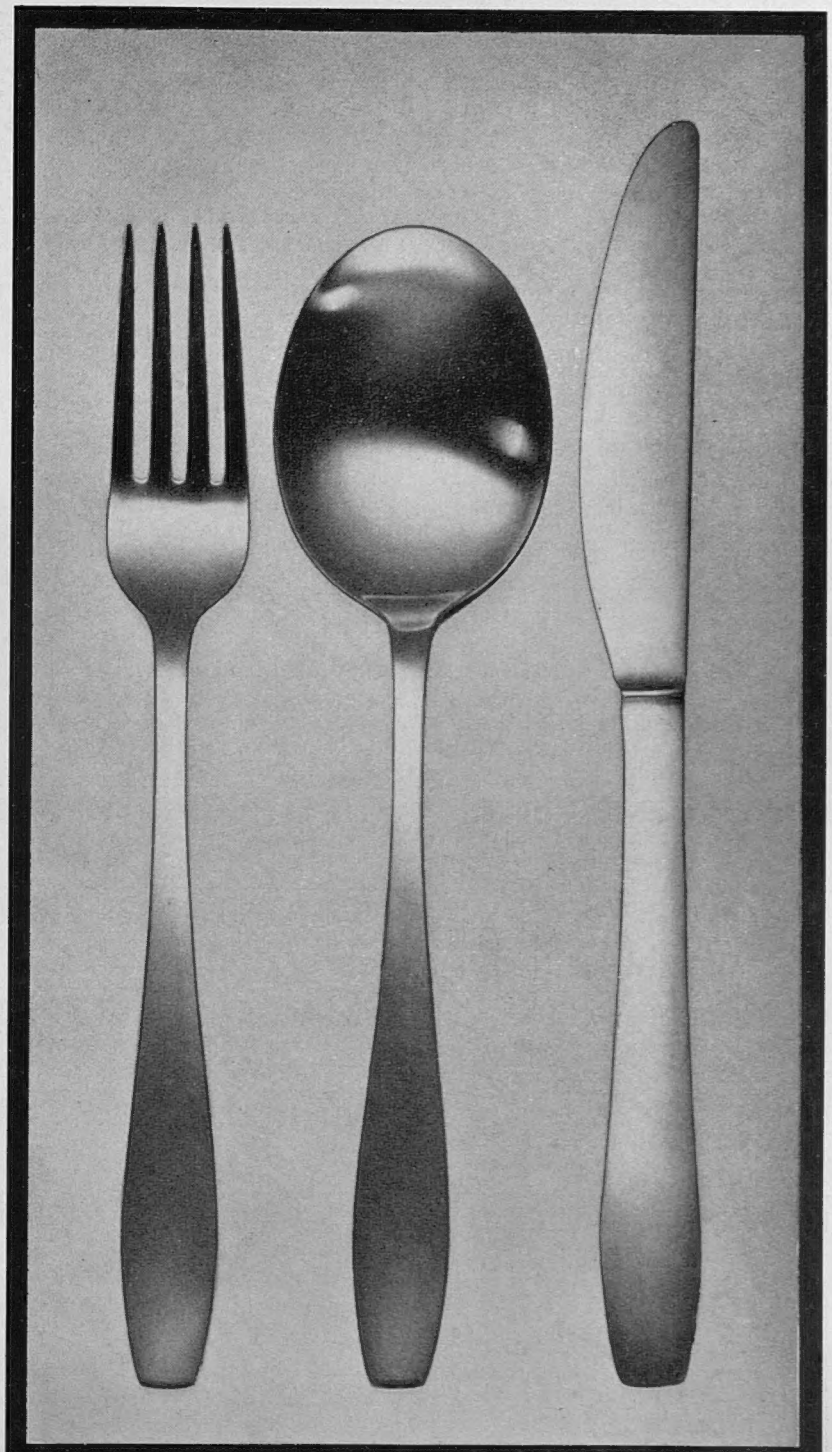
HARRIS TWEED leads a man's life. It looks it. Strong, robust, exceptionally hard-wearing. A traditionally superb tweed without so much as a single strand of synthetic fibre. The Orb Mark is your safeguard that the tweed has been *independently* inspected to ensure that it complies with the regulations approved by the Board of Trade, and that it is *wholly produced in the Islands of the Outer Hebrides.*

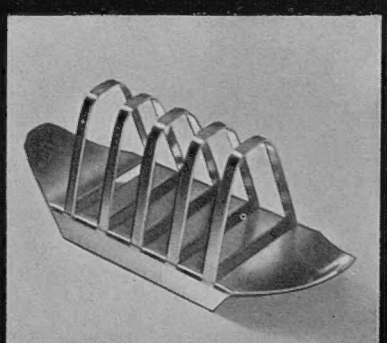
So, always look for the Orb Mark before you buy—

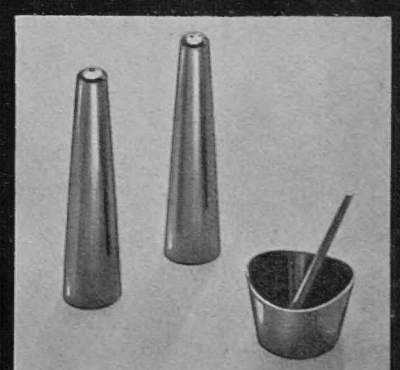
HARRIS TWEED

HAND WOVEN Harris Tweed
THE HARRIS TWEED ASSOCIATION LTD.
REGISTERED TRADE MARK Nº 319214
APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE
HARRIS TWEED
COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

Issued by The Harris Tweed Association Ltd., Academy Street, Inverness, Scotland







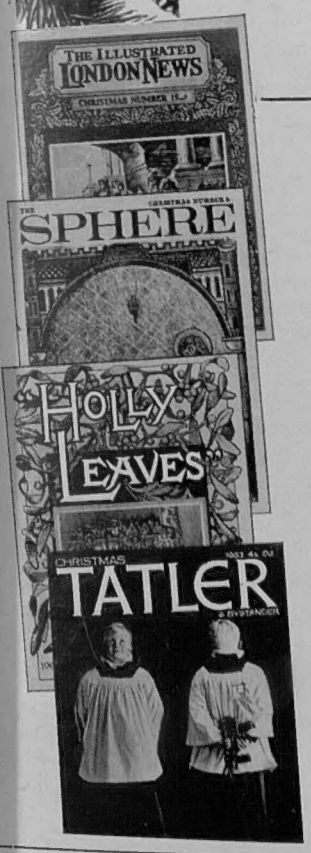
Here is stainless steel in all that superb modern elegance that only craftsmanship can impart . . . in the soft lustrous satin which delights connoisseurs—and hostesses. It is designed by Robert Welch, Des. R.C.A., F.S.I.A. Old Hall Modern Tableware includes a whole range of tea services, toast racks, dishes—in fact, everything for the modern table.

Old Hall

For an illustrated folder and the name of your nearest stockist write to:—

OLD HALL TABLEWARE LIMITED
(a subsidiary of J. & J. Wiggin Limited)
33, OLD HALL WORKS, BLOXWICH, WALSALL

Have you a friend or relative who will be overseas this Christmas?



Here's a rather special gift idea— all four of these magnificent Christmas Numbers can be sent to any address in the world for only 22/6 post paid

With a profusion of superb colour plates, seasonal articles and unusual short stories, these world-renowned Christmas Numbers will provide a wealth of Christmas enjoyment for your friends and relatives overseas. A Greetings card is sent with every copy dispatched on your behalf — what a splendid way to say "Happy Christmas"

Prices include postage to any address in the world

The Illustrated London News 6/- The Tatler 4/10d. The Sphere 5/10d. "Holly Leaves" 5/10d.

To catch overseas Christmas mails you should place your orders NOW with your usual newsagent or send instructions to The Publisher, Ingram House, John Adam Street, Adelphi, London, W.C.2. together with your remittance.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

BOURNEMOUTH WEST. **BOURNE HALL HOTEL**

In key position for sea, shops and shows. Central heating in every room. Private baths, delightful garden, hard tennis courts, Billiards, Games Room, Ballroom, Special winter terms for a long stay. Telephone: Westbourne 63333.

BOURNEMOUTH. **LINDEN HALL HOTEL**

Caters for *every* member of the family, whatever the months. Superb indoor heated swimming pool and squash courts (resident instructors), bridge, billiards, ballroom, games room, tennis. 120 bedrooms, suites and private bathrooms. Conference Secretaries especially note. Tel.: Bournemouth 33533.

DUBLIN

THE SHELBOURNE

Standing on St. Stephen's Green, in the west—and best—end of Dublin, the Shelbourne is internationally famous as Ireland's National Hotel. Luxuriously appointed with many private bathrooms en suite. Grill Bar open to 11.30 p.m. Tel.: 66471

FOLKESTONE, KENT. **PRINCES HOTEL**

Seventy bedrooms, many with private bathrooms. Sheltered and centrally situated for cross-channel stop, holiday or residence. Fully licensed. Tel.: 52850.

HEREFORD. **GRAFTONBURY HOTEL**

In quiet surroundings just outside the city. Delightful garden. Good home cooking. Reasonable terms. Television Lounge. Ample free parking. Tel.: 6243.

NR. HERSTMONCEUX. **WHITE FRIARS HOTEL**

Enjoy the countryside-cum-sea at this delightful hotel with its Eighteenth Century Restaurant and Cellar Buttery. Old-world bedrooms with every modern comfort. Sea 4 miles, Golf. Tel.: 3299.

LLANDUDNO, N. Wales. **ST. GEORGE'S HOTEL**

Always first on the sea front for modern comfort, cuisine, service and entertainment. Cocktail Bar. Ballroom. Free Golf. Tel.: 77544.

LONDON, W.2. LEINSTER GARDENS. **LEINSTER COURT**

A quiet, friendly hotel for overseas, provincial and business visitors. Close Hyde Park and Oxford Street. Tel.: Paddington 6088.

EIGHT

A figure of eight, an eightsome reel. Whether you are coming to London for ice skating, to join in the revelries of St. Andrew's Day, book your accommodation now at one of the eight

NORTH HOTELS OF LONDON

—all situated in South Kensington and so convenient for Underground and overground public transport.

Write to Miss E. Gentle, M. F. North, Ltd., 14, Cromwell Place, S.W.7 (Kensington 1212) for brochures and tariffs of all the North Hotels.

LYTHAM, Lancashire. **CLIFTON ARMS**

An hotel in the luxury class with private bathrooms, Grill room, Cocktail Bar, excellent cuisine and service. Sea-front position. Express train service. First-class golf. Tel.: 6245.

PENZANCE, CORNWALL. **QUEEN'S HOTEL**

Winter warmly in Britain's mildest climate, facing sea and south. 66 bedrooms. Generous fare. Cocktail Lounge. TV. Lift. Tel.: 2371.

ST. MAWES, S. CORNWALL. **HOTEL TRESANTON**

Small and first class for a winter break in milder Cornwall. Impeccable food and service. Club Bar. Central Heating. Tel.: 322.

SIDMOUTH, DEVON. **THE BELMONT**

A first-class hotel with fine sea-front position and reputation for catering, elegant comfort and service. Many bedrooms with communicating bathrooms. Lift. Fully Licensed. Tel.: 1555.

A GRAND MATCH

All square at the last hole. Five sets all. Who will sink the black? One game to decide the rubber. A reminder that at

THE GRAND TORQUAY

we cater for all age groups in all seasons and Golf, Tennis, Billiards, Squash, Dancing (in seasons) *are all free* to resident guests.

Always a good address for recreational and social occasions. Tel.: 25234.

THE LONDON SEASON never ends. We refer, of course, not only to th social season which commences with the Royal Academy Exhibiti and ends with Goodwood, but to the Tourist Season; the Season of Tra Fairs and the Season of Conferences. In short, there is not nowadays o month of the year which does not attract the world and his wife to th concentration of streets, lanes, alleyways and squares which, like a jigsa puzzle, combine to form the metropolis.

To those who ask us what London hotels we can recommend, we rep —Do you seek an hotel of international standard such as the Savoy, Dc chester, Grosvenor House or Westbury? If so, there is no need to ask o views. Each is different in its own category and needs no words of approbati from us.

Our sphere of usefulness is to make better known, hotels which, in varyi price categories, are smaller and therefore more individual. If, for examp you were seeking an hotel in the heart of London's West End and in the t grade of British tradition, we would suggest you try for accommodation *Brown's*, facing both Dover and Albermarle Streets; or *The Connaught* Carlos Place off Berkeley Square. Especially do we recommend these tw hotels for overseas visitors, for both provide all modern conceptions comfort as well as a sense of gracious living peculiar to the British way of li

Another of our difficulties in answering London hotel queries is th person who asks for hotels that are "central." Central to what? Theatre The City? Oxford and Regent Street shops? Exhibitions at Olympia a Earls Court? The Harley and Wimpole Street areas, or that legal perimet which circles the Law Courts?

We must emphasise that thanks to London's overground and undergrou transport system, most London hotels in terms of the clock are centrall situated. In the last 20 years or so there has been a westward trend. Ha by Knightsbridge is a variety of high class hotel accommodation, th *Cadogan Hotel* in Sloane Street, sedate and very British in character an should you seek Service Rooms rather than an hotel, *Hans House*, Ha Place, just behind Harrods is a sound address.

Should you be driving your car up to London and wisely wish to refra from that zone of parking meters, traffic wardens and a complicated syste of one-way streets, consider a South Kensington hotel for your base. T *Gore*, at the Albert Hall end of Queen's Gate, S.W.7, could hardly be bet ere. Famed for its restaurant, Elizabethan feasts and the biggest wine list y are ever likely to set eyes on, *The Gore* is essentially the place for lovers food and wine.

For a moderately priced licensed hotel, *Queensbury Court*, three minute walk from South Kensington Station, may be more in tune with your tast and pocket. Alternatively, if being unlicensed does not worry you, you w not find better hotel value in London than the North Group, centred a and around Cromwell Road. Here they cater both for the transient visit as well as those who wish to make London their permanent base. The are eight North hotels all told in London and all have been discreet modernised. For more detailed information write to the Head Office of th North Hotels, 14 Cromwell Place, S.W.7.

Some prefer to stay in an hotel on or adjacent to Bayswater Road, a of recent years there has been a considerable upgrading in that area. *Whit Hotel*, Lancaster Gate, is first class and a high standard in cuisine and cell can be enjoyed there. A few yards away is the more recently built *Hertfo Hotel*, a Trust House in which all the latest thought has been used in construction. Then, for those who prefer an unlicensed hotel in that neig bourhood, *Leinster Court Hotel*, Leinster Gardens, W.2, under the person direction of the George family, may appeal, while a few blocks away is t small *Belmont Hotel* in Devonshire Terrace, licensed for residents and caterin mainly for Bed and Breakfast visitors yet providing, when required, Swedis sandwiches for theatre-goers.

Inquiries concerning hotels conveniently situated for Harley, Wimpo and Welbeck Streets have in the past worried us, but now Trust Hous will have solved the problem just as soon as their new *St. George's Hot* Langham Place, opens its doors this Autumn. Built on the site of the o St. George's Hall, this new Trust House enterprise, next door to the BB and one minute's walk from Oxford Street, is of medium size, centr comparatively quiet and, being of vintage 1963, embodies all the late thought on hotel visitors' comforts and backstage efficiency devices. stay or to dine here should prove a pleasurable experience, while the panora view over London from the upper floors is one not likely to be forgotten.

Farther eastward and advantageously poised for all parts of Lond and with Holborn underground a few minutes' walk, is the area around t British Museum known as Bloomsbury. Here will be found the similar named *White Hall Hotels*, members of the same hotel family as *White's Ho* of Lancaster Gate. Neither pretends to be of such high standards in caterin and accommodation, but both can be wholeheartedly recommended to tho who seek moderately priced accommodation. The *White Hall Ho* Bloomsbury Square, W.C.1, caters in the main for business folk, whilst t *White Hall Hotel* in Montague Street, W.C.1, has a greater appeal as a fam hotel.

One hotel which, incidentally, has a high proportion of single rooms a is central for both business and pleasure, is *The Howard*, Norfolk Stre Strand, W.C.2, a stone's throw from the Temple underground station.

Finally, a small pleasant hotel for those seeking accommodation Chelsea. *The Riverside*, as its name suggests, overlooks the Thames, a the address is 6 Embankment Gardens, S.W.3. With only 11 bedrooms all, it is personally run by the two brothers Misan, who both have ma years of hotel experience. The rear bedrooms overlook the Home of t Chelsea Pensioners.

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13-15 John Adam Street, London, W.C.2, and Printed in England by KELIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1. SATURDAY, OCTOBER 5, 1963. Second-Class postage paid at New York, New York.

By Appointment
to Her Majesty The Queen
Suppliers of Martini Vermouth
Martini & Rossi Ltd., Brentford

The secret of a 'dry martini'

MARTINI
DRY

C.C.98

Think of your next move — in smoking. It could be a move with the times — to Capstan. For the modern Capstan represents a rare achievement: it is a cigarette that people are glad to turn to. One of the secrets is the absolute consistency of every Capstan in every pack; each one is electronically measured and tested. Not a Capstan touches your lips that hasn't won through on sheer individual merit. When you smoke Capstan you're smoking a very, very good cigarette. Your move!